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GRAND TRUNK RAILWAY SYSTEM

HISTORY OF FREIGHT RATES

IN THE PROVINCES OF

ONTARIO AND QUEBEC

MONTREAL, OCTOBER 1ST, 1912

The EDITH and LORNE PIERCE
COLLECTION *of* CANADIANA



Queen's University at Kingston

TABLE OF CONTENTS.

| | |
|-------------------------------|-----------------|
| Cement..... | Pages 7 to 9 |
| Class Rates..... | 2 to 6 |
| Grain and Grain Products..... | 10 to 12 |
| Iron and Steel..... | 13 and 14 |
| Lime..... | 13 and 15 |
| Livestock..... | 16 to 19 |
| Oil (Petroleum)..... | 20 |
| Paints..... | 21 |
| Paper..... | 22 and 23 |
| Pig Iron..... | 24 and 25 |
| Salt..... | 26 and 27 |
| Sugar..... | 28 and 29 |
| Wire Fencing..... | 30 |

INTRODUCTION.

The oldest printed freight tariff of the Grand Trunk Railway appears to be the book tariff of June, 1874, at which time the Grand Trunk Railway extended:

| | |
|--|---------------|
| From Portland, Me., to Detroit, Mich., via Sarnia, Ont..... | 857 miles. |
| “ Richmond, Que., to Doucets Landing, and Riv. du Loup, Que..... | 242 “ |
| “ Buffalo, N.Y., to Goderich, Ont..... | 163 “ |
| With branches— | |
| “ St. Lambert, Que., to Rouses Point, N.Y..... | 47 “ |
| “ Montreal, Que., to Province Line, Que. (via Lachine)..... | 40 “ |
| “ Galt, Ont., to Berlin, Ont..... | 13 “ |
| “ St. Marys, Ont., to London, Ont..... | 22 “ |
| Total..... | <u>1384</u> “ |

Prior to 1874, we are informed rates were covered by manuscript tariffs, rate sheets or other forms of authority of which no record exists.

The book tariff of June, 1874, carried four classes covering merchandise and four special columns covering carload rates on flour per barrel, grain per 100 lbs., lumber per car and livestock per car, with several other items in the classification taking same rates as flour, lumber, etc.

This tariff appears to have been the maximum until January 1st, 1884, when the Canadian Freight Classification and Mileage Tariff was adopted and afterwards became the maximum tariff.

1912
6751

CLASS RATES.

The class rates of 1874 applied from station to station and were governed by the "Grand Trunk Railway Classification of Freight." The merchandise classes (four in number) scaled as follows:—

| | | |
|----------------|------|---------|
| 1st class..... | 200% | of 4th. |
| 2nd " | 167% | " |
| 3rd " | 133% | " |
| 4th " | 100% | |

For distances of over 100 miles between stations, there was no adherence to a fixed mileage scale. Rates to the larger stations or competing centres were applied as a maximum or scaled to intermediate points. Using first class rates for the sake of comparison with the present standard mileage, we find that between non-competitive points, up to 100 miles, the rates are practically the same, but beyond 100 miles, the 1874 rates are from 10% to 20% in excess of the present standard mileage rates (See Exhibit on pages 3 and 4).

Between competitive points, particularly in the territory Toronto and West, we find reference given to special tariffs (not now available) indicating that said special tariffs were on a lower basis, in competition with the Great Western Railway.

Prior to January 1st, 1884, there existed a number of small and independently operated railways, each having its individual tariffs and classification, widely differing in the scale of rates used. On January 1st, 1884, these roads, as well as the larger lines as described on page 5, agreed on what is now known as the "Standard Mileage Tariff" (see page 6). The rates in this tariff were on a scale lower than would have otherwise been the case—having been established as a result of compromises between the higher rates carried by some of the lines and the exceedingly low rates of others, the scale of rates finally adopted being necessitated in order to harmonize conflicting transportation conditions without seriously disturbing existing commercial interests.

In the new tariff, ten classes were apparently found to be necessary, 5th class being adopted as the base rate or 100%. This 5th class rate seems to be an average of the previous 4th class rates, of the several Companies for equal distances, converted to a rate per ton per mile for certain fixed distances, 50 to 600 miles (in 50 mile blocks) as shown at foot of page 6. The higher classes were scaled on the 5th class as follows:—

| | | |
|---|------|---------|
| 1st class..... | 200% | of 5th. |
| 2nd " | 175% | " |
| 3rd " | 150% | " |
| 4th " | 125% | " |
| 5th " | 100% | |
| 6th to 10th classes as shown at foot of page 6. | | |

At the time of the establishment of this basis, low as it was, it was a matter of past experience that it would have been too high to enable traffic to move freely by rail from Montreal in competition with water routes via the St. Lawrence River, Lake Ontario, etc., and with direct importations via Atlantic seaboard ports; consequently, in order to secure a reasonable share of the traffic and to provide loading for cars which otherwise would have moved westbound empty:—Further to protect Montreal merchants and manufacturers, special tariffs, class and commodity, were published from Montreal on still lower figures; at the same time, the claims of Ontario merchants and manufacturers for lower rates were also recognized in the form of what were later known as "Town Tariffs" to enable them to meet in their markets the competition of their Montreal competitors. Tariffs, now extant, also show that, on the same date, class rates between points East of Toronto and points West of Toronto were published on a basis lower than this compromise scale, indicating that once the equilibrium of the mileage scale having been disturbed, it was expedient, if not necessary, for the Railway officers to give recognition to the compelling influence of water competition in the adjustments between centres more or less remote from this influence. Such Town Tariffs were, however, not on a uniform basis but in 1892 a scale of rates was agreed upon for the preparation of such new tariffs as it was decided to issue, until finally Schedule "A" was adopted, effective Jan. 1st, 1908, as per order of Board of Railway Commissioners No. 3258, dated July 6th, 1907.

BASIS OF FIRST CLASS RATES IN CENTS PER 100 LBS.

| Miles. | Book Tariff of June, 1874. | Can. Freight Mileage Tariff of Jan. 1, 1884. | Town Tariffs of Jan. 1, 1884. | Town Tariffs of 1892. | Schedule A |
|--------|-------------------------------|--|----------------------------------|--------------------------|---------------|
| 5 | 12 | 8 | 10 | 8 | 8 |
| 10 | 12-14-16 | 10 | 8-10-14 | 10 | 10 |
| 15 | 14-16 | 12 | 12-14 | 12 | 12 |
| 20 | 18 | 14 | 14 | 14 | 14 |
| 25 | 16-18-22 | 16 | 16-18 | 16 | 16 |
| 30 | 20-22-24 | 18 | 18-20-22 | 16 | 16 |
| 35 | 18-20-24 | 20 | 20-22 | 18 | 18 |
| 40 | 22-26 | 22 | 20-22 | 18 | 18 |
| 45 | 24-26 | 24 | 20-22-24 | 20 | 20 |
| 50 | 24-28 | 24 | 20-22-24-28 | 20 | 20 |
| 55 | 24-28-30 | 26 | 22-24-28 | 22 | 22 |
| 60 | 24-26-28 | 26 | 24-26-28 | 22 | 22 |
| 65 | 28 | 28 | 26-28 | 24 | 24 |
| 70 | 24-28-30 | 28 | 26-28 | 24 | 24 |
| 75 | 28-30 | 30 | 26-30 | 26 | 26 |
| 80 | 30-32-36 | 32 | 26-28-30 | 26 | 26 |
| 85 | 32-36 | 32 | 28-30 | 28 | 28 |
| 90 | 32-34-36 | 34 | 28-30 | 28 | 28 |
| 95 | 32-34-36 | 34 | 28-30-32 | 30 | 28 |
| 100 | 34-36 | 36 | 28-30-32 | 30 | 30 |
| 110 | 36-38-40 | 36 | 30-32 | 32 | 30 |
| 120 | 36-38-40 | 38 | 32 | 32 | 32 |
| 130 | 38-40 | 38 | 30-32-34 | 34 | 32 |
| 140 | 40-42-44 | 40 | 32-34 | 34 | 32 |
| 150 | 44-46 | 40 | 32-34 | 36 | 34 |
| 160 | 44-46 | 42 | 32-34-36 | 36 | 34 |
| 170 | 44-46 | 42 | 32-34-36 | 38 | 34 |
| 180 | 46-50 | 44 | 32-36 | 38 | 36 |
| 190 | 50-52 | 46 | 34-36 | 40 | 36 |
| 200 | 50-52 | 46 | 36-38 | 40 | 36 |
| 210 | 50-52-54 | 48 | 36-38-40 | 42 | 38 |
| 220 | 50-54 | 48 | 36-38-40 | 42 | 38 |
| 230 | 54-56 | 50 | 36-40 | 44 | 38 |
| 240 | 56 | 50 | 40 | 44 | 40 |
| 250 | 56 | 52 | 40 | 46 | 40 |
| 260 | 56 | 54 | ..... | 46 | 40 |
| 270 | 56 | 54 | ..... | 48 | 42 |
| 280 | 60 | 56 | ..... | 48 | 42 |
| 290 | 60-64 | 58 | ..... | 50 | 42 |
| 300 | 60-64 | 60 | ..... | 50 | 44 |
| 310 | 60-64 | 64 | ..... | 52 | 44 |
| 320 | 60-64 | 64 | ..... | 52 | 44 |
| 325 | 60-64 | 64 | ..... | 54 | 46 |
| 330 | 60 | 66 | ..... | 54 | 46 |

BASIS OF FIRST CLASS RATES IN CENTS PER 100 LBS.

| Miles. | Book Tariff of June, 1874. | Can. Freight Mileage Tariff of Jan. 1, 1884. | Town Tariffs of Jan. 1, 1884. | Town Tariffs of 1892. | Schedule A |
|--------|-------------------------------|--|----------------------------------|--------------------------|---------------|
| 340 | 60-70 | 66 | ..... | 54 | 46 |
| 350 | 70 | 66 | ..... | 56 | 48 |
| 360 | 70-72 | 68 | ..... | 56 | 48 |
| 370 | 70-72-74 | 68 | ..... | 58 | 48 |
| 375 | 70-76 | 68 | ..... | 58 | 48 |
| 380 | 70-76 | 70 | ..... | 58 | 50 |
| 390 | 70-76-78 | 70 | ..... | 60 | 50 |
| 400 | 70-76-78-80 | 70 | ..... | 60 | 50 |
| 410 | 70-76-80 | 72 | ..... | .. | 50 |
| 420 | 80-86-90 | 72 | ..... | .. | 52 |
| 425 | 80-86-90 | 72 | ..... | .. | 52 |
| 430 | 80-86-90 | 76 | ..... | .. | 52 |
| 440 | 80-90 | 76 | ..... | .. | 52 |
| 450 | 80-84-90 | 76 | ..... | .. | 54 |
| 460 | 80-90 | 78 | ..... | .. | 54 |
| 470 | 80-84-90 | 78 | ..... | .. | 54 |
| 475 | 84-90 | 78 | ..... | .. | 54 |
| 480 | 88-90 | 80 | ..... | .. | 54 |
| 490 | 90 | 80 | ..... | .. | 56 |
| 500 | 90 | 80 | ..... | .. | 56 |
| 510 | 90-92 | 82 | ..... | .. | 56 |
| 520 | 92-94 | 82 | ..... | .. | 56 |
| 525 | 94 | 82 | ..... | .. | 58 |
| 530 | 94 | 84 | ..... | .. | 58 |
| 540 | 94-96 | 84 | ..... | .. | 58 |
| 550 | 98-100 | 84 | ..... | .. | 58 |
| 560 | 100 | 86 | ..... | .. | 58 |

**LIST OF ROADS PARTIES TO THE CANADIAN FREIGHT MILEAGE TARIFF OF JANUARY 1st, 1884,
SHOWING TERRITORY OVER WHICH RATES APPLIED.**

Bay of Quinte Ry. & Nav. Co.

Deseronto Jct., Ont., to Deseronto, Ont.

Canada Atlantic Ry.

Ottawa, Ont., to Coteau Jct., Que.

Central Vermont Ry.

St. Johns, Que., to St. Armand, Que.

Iberville, Que., to Sherbrooke, Que.

Erie & Huron Railway.

Wallaceburg, Ont., to Rondeau, Ont.

Gananoque & Rideau Ry.

(a) Gananoque Jct., Ont., to Gananoque, Ont.

Grand Trunk Railway.

Dixville, Que., to Point Edward, Ont.

Richmond, Que., to Point Levi, Que.

(b) Arthabaska, Que., to Doucets Landing, Que.

St. Lambert, Que., to Lacolle, Que.

Brosseaus, Que., to St. Agnes, Que.

St. Isidore Jct., Que., to Province Line, Que.

Montreal, Que., to Lachine, Que.

Kingston Jct., Ont., to Kingston, Ont.

Toronto, Ont., to Hamilton, Ont.

Niagara Falls, Ont., to Sarnia, Ont.

Niagara Falls, Ont., to Allanburg, Ont.

(c) Fort Erie, Ont., to Windsor, Ont.

(c) Fort Erie, Ont., to Goderich, Ont.

Port Dover, Ont., to Tavistock, Jct., Ont.

Brantford, Ont., to Tillsonburg, Ont.

Brantford, Ont., to Southampton, Ont.

Galt, Ont., to Waterloo, Ont.

Stratford, Ont., to Durham, Ont.

Listowel, Ont., to Kincardine, Ont.

Harriston, Ont., to Wiarton, Ont.

St. Marys, Ont., to London, Ont.

London, Ont., to Port Stanley, Ont. (L. & P. S. Ry.).

Hyde Park, Ont., to Wingham, Ont.

Komoka, Ont., to Glencoe, Ont.

Petrolia Jct., Ont., to Petrolia, Ont.

Intercolonial Ry.

(On through traffic only.)

Levis, Que., and East.

International Ry.

Lennoxville, Que., to Megantic, Que.

Michigan Central Ry.

(Canada Southern Division.)

Fort Erie, Ont., to Windsor, Ont.

St. Clair Jct., Ont., to Courtright, Ont.

Fort Erie, Ont., to Niagara Falls, Ont.

Montrose Jct., Ont., to Welland, Ont.

Petrolia Jct., Ont., to Petrolia, Ont.

Essex, Ont., to Amherstburg, Ont.

Midland Railway.

Belleville, Ont., to Midland, Ont.

(d) North Hastings Jct., Ont., to Eldorado, Ont.

Port Hope, Ont., to Lakefield, Ont.

Millbrook, Ont., to Omemee, Ont.

Whitby, Ont., to Manilla Jct., Ont.

Toronto, Ont., to Lindsay, Ont.

Lindsay, Ont., to Haliburton, Ont.

Stouffville, Ont., to Jacksons Point, Ont.

Blackwater Jct., Ont., to Coboconk, Ont.

Napanee & Tamworth Ry.

Napanee, Ont., to Tamworth, Ont.

Northern & North-Western Ry.

Toronto, Ont., to Muskoka Wharf, Ont.

Hamilton, Ont., to Allandale, Ont.

Hamilton, Ont., to Port Dover, Ont.

Beeton, Ont., to Collingwood, Ont.

Allandale, Ont., to Meaford, Ont.

Colwell, Ont., to Penetang, Ont.

Elmvale, Ont., to Hillsdale, Ont. (Tramway).

North Shore Railway.

Montreal, Que., to Quebec, Que.

Three Rivers, Que., to Grand Piles, Que.

Berthier Jct., Que., to Berthier, Que.

Joliette, Jct., Que., to St. Felix, Que.

Ontario & Quebec Railway.

(Credit Valley and T. G. & B. Divisions.)

Toronto, Ont., to St. Thomas, Ont.

Toronto, Ont., to Wingham, Ont.

Streetsville Jct., to Owen Sound, Ont.

Cataract Jct., Ont., to Elora, Ont.

Quebec Central Ry.

Sherbrooke, Que., to Levis, and Harlaka Jct., Que.

Beauce Jct., Que., to St. Josph, Que.

South Eastern Ry.

St. Lambert, Que., to Mansonville, Que.

Sutton Jct., to Sorel, Que.

Brigham Jct., Que., to Foster, Que.,

Wickham, Que., to L'Avenir, Que.

Stanbridge, Que., to St. Guillaume, Que.

Marieville, Que., to St. Cesaire, Que.

Welland Railway.

Port Colborne, Ont., to Port Dalhousie, Ont.

(a) Now called Thousand Islands Jct., Ont.

(b) " " Victoriaville, Que.

(c) Now called Bridgeburg, Ont.

(d) " " Madoc Jct., Ont.

ADOPTED BY

Ontario & Quebec Railway,
(CRÉDIT VALLEY DIV.—T. G. & B. DIV.)
Michigan Central Railway,
(CANADA SOUTHERN DIVISION.)
South Eastern Railway.
International Railway.
Quebec Central Railway.
Bay of Quinte Railway,
and NAVIGATION COMPANY.
Napanee & Tamworth Railway.
Gananoque & Rideau Railway.

AS A TARIFF BASIS

CANADIAN

FREIGHT

MILEAGE TARIFF.

JANUARY 1st, 1884

ADOPTED BY

Grand Trunk Railway.
Intercolonial Railway,
(Through Canadian Traffic.)
Central Vermont Railway,
(In Canada.)
North Shore Railway.
Canada Atlantic Railway.
Midland Railway.
Northern & North-Western Ry.
Erle & Huron Railway.
Welland Railway.

AS A TARIFF BASIS

TO BE APPLIED WHERE NO SEPARATE TARIFF IS GIVEN
SUBJECT TO THE CANADIAN JOINT FREIGHT CLASSIFICATION OF JANUARY 1ST, 1884

| DISTANCES | CLASSES IN CENTS PER 100 LBS. | | | | | | | | | | DISTANCES | CLASSES IN CENTS PER 100 LBS. | | | | | | | | | |
|-----------------------------|-------------------------------|-----|-----|-----|-----|-----|-----|-----|-----|------|--------------------------------|-------------------------------|-----|-----|-----|-----|-----|-----|-----|-----|------|
| | 1st | 2nd | 3rd | 4th | 5th | 6th | 7th | 8th | 9th | 10th | | 1st | 2nd | 3rd | 4th | 5th | 6th | 7th | 8th | 9th | 10th |
| Not exceeding 5 miles..... | 8 | 7 | 6 | 5 | 4 | 4 | 4 | 3 | 3 | 3 | Over 240 and not over 250..... | 52 | 46 | 39 | 33 | 26 | 24 | 20 | 20 | 22 | 18 |
| Over 5 and not over 10..... | 10 | 8 | 7 | 6 | 5 | 5 | 4 | 4 | 4 | 4 | " 250 " " 260..... | 54 | 47 | 41 | 34 | 27 | 25 | 20 | 21 | 23 | 18 |
| " 10 " " 15..... | 12 | 11 | 9 | 8 | 6 | 6 | 5 | 5 | 5 | 4 | " 260 " " 270..... | 54 | 47 | 41 | 34 | 27 | 25 | 20 | 21 | 23 | 19 |
| " 15 " " 20..... | 14 | 12 | 11 | 9 | 7 | 6 | 6 | 6 | 6 | 5 | " 270 " " 280..... | 56 | 49 | 42 | 35 | 28 | 26 | 20 | 21 | 23 | 19 |
| " 20 " " 25..... | 16 | 14 | 12 | 10 | 8 | 7 | 6 | 7 | 7 | 5 | " 280 " " 290..... | 58 | 51 | 44 | 36 | 29 | 27 | 21 | 22 | 24 | 20 |
| " 25 " " 30..... | 18 | 16 | 14 | 11 | 9 | 8 | 7 | 8 | 7 | 6 | " 290 " " 300..... | 60 | 53 | 45 | 38 | 30 | 28 | 21 | 22 | 24 | 20 |
| " 30 " " 35..... | 20 | 18 | 15 | 13 | 10 | 9 | 7 | 8 | 8 | 6 | " 300 " " 325..... | 64 | 56 | 48 | 40 | 32 | 30 | 22 | 23 | 25 | 21 |
| " 35 " " 40..... | 22 | 19 | 17 | 14 | 11 | 10 | 8 | 9 | 8 | 7 | " 325 " " 350..... | 66 | 58 | 50 | 41 | 33 | 31 | 23 | 24 | 26 | 22 |
| " 40 " " 45..... | 24 | 21 | 18 | 15 | 12 | 11 | 8 | 9 | 8 | 7 | " 350 " " 375..... | 68 | 60 | 51 | 43 | 34 | 32 | 23 | 24 | 26 | 22 |
| " 45 " " 50..... | 24 | 21 | 18 | 15 | 12 | 11 | 9 | 10 | 9 | 7 | " 375 " " 400..... | 70 | 61 | 53 | 44 | 35 | 33 | 24 | 25 | 27 | 23 |
| " 50 " " 55..... | 26 | 23 | 20 | 16 | 13 | 12 | 10 | 10 | 10 | 8 | " 400 " " 425..... | 72 | 63 | 54 | 45 | 36 | 34 | 25 | 26 | 28 | 24 |
| " 55 " " 60..... | 26 | 23 | 20 | 16 | 13 | 12 | 10 | 11 | 10 | 8 | " 425 " " 450..... | 76 | 67 | 57 | 48 | 38 | 36 | 26 | 27 | 29 | 25 |
| " 60 " " 65..... | 28 | 25 | 21 | 18 | 14 | 13 | 11 | 11 | 11 | 9 | " 450 " " 475..... | 78 | 69 | 59 | 49 | 39 | 37 | 27 | 28 | 29 | 26 |
| " 65 " " 70..... | 28 | 25 | 21 | 18 | 14 | 13 | 11 | 12 | 11 | 9 | " 475 " " 500..... | 80 | 70 | 60 | 50 | 40 | 38 | 28 | 29 | 30 | 27 |
| " 70 " " 75..... | 30 | 26 | 23 | 19 | 15 | 14 | 12 | 12 | 11 | 10 | " 500 " " 525..... | 82 | 72 | 62 | 51 | 41 | 39 | 29 | 30 | 30 | 28 |
| " 75 " " 80..... | 32 | 28 | 24 | 20 | 16 | 14 | 12 | 13 | 12 | 10 | " 525 " " 550..... | 84 | 74 | 63 | 53 | 42 | 40 | 30 | 31 | 31 | 29 |
| " 80 " " 85..... | 32 | 28 | 24 | 20 | 16 | 14 | 12 | 13 | 12 | 10 | " 550 " " 575..... | 86 | 75 | 65 | 54 | 43 | 41 | 31 | 32 | 32 | 30 |
| " 85 " " 90..... | 34 | 30 | 26 | 21 | 17 | 15 | 13 | 14 | 12 | 11 | " 575 " " 600..... | 90 | 79 | 68 | 56 | 45 | 43 | 33 | 34 | 35 | 32 |
| " 90 " " 95..... | 34 | 30 | 26 | 21 | 17 | 15 | 13 | 14 | 13 | 11 | " 600 " " 625..... | 94 | 82 | 71 | 59 | 47 | 45 | 34 | 35 | 36 | 33 |
| " 95 " " 100..... | 36 | 32 | 27 | 23 | 18 | 16 | 13 | 14 | 13 | 11 | " 625 " " 650..... | 98 | 86 | 74 | 61 | 49 | 47 | 36 | 37 | 38 | 35 |
| " 100 " " 110..... | 36 | 32 | 27 | 23 | 18 | 16 | 14 | 15 | 14 | 12 | " 650 " " 675..... | 102 | 89 | 77 | 64 | 51 | 49 | 37 | 38 | 39 | 36 |
| " 110 " " 120..... | 38 | 33 | 29 | 24 | 19 | 17 | 14 | 15 | 14 | 12 | " 675 " " 700..... | 106 | 93 | 80 | 66 | 53 | 51 | 38 | 39 | 40 | 37 |
| " 120 " " 130..... | 38 | 33 | 29 | 24 | 19 | 17 | 15 | 15 | 15 | 13 | " 700 " " 725..... | 108 | 95 | 81 | 67 | 54 | 52 | 39 | 40 | 41 | 38 |
| " 130 " " 140..... | 40 | 35 | 30 | 25 | 20 | 18 | 15 | 16 | 16 | 13 | " 725 " " 750..... | 112 | 98 | 84 | 70 | 56 | 54 | 41 | 42 | 43 | 40 |
| " 140 " " 150..... | 40 | 35 | 30 | 25 | 20 | 18 | 16 | 16 | 16 | 14 | " 750 " " 775..... | 116 | 102 | 87 | 73 | 58 | 56 | 42 | 43 | 44 | 41 |
| " 150 " " 160..... | 42 | 37 | 32 | 26 | 21 | 19 | 16 | 17 | 17 | 14 | " 775 " " 800..... | 120 | 105 | 90 | 75 | 60 | 58 | 44 | 45 | 46 | 43 |
| " 160 " " 170..... | 42 | 37 | 32 | 26 | 21 | 19 | 17 | 17 | 17 | 15 | " 800 " " 825..... | 124 | 108 | 93 | 78 | 62 | 60 | 45 | 46 | 47 | 44 |
| " 170 " " 180..... | 44 | 39 | 33 | 28 | 22 | 20 | 17 | 18 | 18 | 15 | " 825 " " 850..... | 128 | 112 | 96 | 80 | 64 | 62 | 46 | 48 | 49 | 45 |
| " 180 " " 190..... | 46 | 40 | 35 | 29 | 23 | 21 | 17 | 18 | 18 | 15 | " 850 " " 875..... | 132 | 116 | 99 | 83 | 66 | 64 | 47 | 49 | 50 | 46 |
| " 190 " " 200..... | 46 | 40 | 35 | 29 | 23 | 21 | 18 | 19 | 19 | 16 | " 875 " " 900..... | 136 | 119 | 102 | 85 | 68 | 66 | 49 | 51 | 52 | 48 |
| " 200 " " 210..... | 48 | 42 | 36 | 30 | 24 | 22 | 18 | 19 | 19 | 16 | " 900 " " 925..... | 140 | 123 | 105 | 88 | 70 | 68 | 50 | 52 | 53 | 49 |
| " 210 " " 220..... | 48 | 42 | 36 | 30 | 24 | 22 | 18 | 19 | 20 | 16 | " 925 " " 950..... | 142 | 124 | 107 | 89 | 71 | 69 | 51 | 54 | 55 | 50 |
| " 220 " " 230..... | 50 | 44 | 38 | 31 | 25 | 23 | 19 | 20 | 21 | 17 | " 950 " " 975..... | 146 | 128 | 110 | 91 | 73 | 71 | 52 | 55 | 56 | 51 |
| " 230 " " 240..... | 50 | 44 | 38 | 31 | 25 | 23 | 19 | 20 | 21 | 17 | " 975 " " 1000..... | 150 | 131 | 113 | 94 | 75 | 73 | 54 | 56 | 57 | 53 |

SMALLS.—No single shipment of freight from one consignor to one consignee will be charged less than for 100 lbs. 1st class rate; minimum charge, 35 cents.
CARTAGE.—Above rates are computed exclusive of cartage.

Mileage Basis on which the Canadian Freight Mileage Tariff is computed.

| Per Ton Per Mile | Per Ton Per Mile | Per Ton Per Mile | Per Ton Per Mile | Per Ton Per Mile | Per Ton Per Mile | Per Ton Per Mile | Per Ton Per Mile | Per Ton Per Mile | Per Ton Per Mile |
|-------------------------|------------------|------------------|------------------|--------------------------|------------------|------------------|------------------|------------------|------------------|
| 5th CLASS | 8th CLASS | 9th CLASS | 10th CLASS | 5th CLASS | 8th CLASS | 9th CLASS | 10th CLASS | 5th CLASS | 10th CLASS |
| 50 miles.... 4.80 cents | 4.00 cents | 3.50 cents | 3.00 cents | 350 miles.... 1.88 cents | 1.37 cents | 1.50 cents | 1.25 cents | 1.88 cents | 1.25 cents |
| 100 " 3.60 " | 2.80 " | 2.50 " | 2.25 " | 400 " 1.75 " | 1.25 " | 1.35 " | 1.15 " | 1.75 " | 1.15 " |
| 150 " 2.66 " | 2.10 " | 2.10 " | 1.87 " | 450 " 1.67 " | 1.20 " | 1.25 " | 1.12 " | 1.67 " | 1.12 " |
| 200 " 2.33 " | 1.90 " | 1.90 " | 1.66 " | 500 " 1.60 " | 1.16 " | 1.20 " | 1.12 " | 1.60 " | 1.12 " |
| 250 " 2.10 " | 1.60 " | 1.75 " | 1.40 " | 550 " 1.53 " | 1.16 " | 1.16 " | 1.10 " | 1.53 " | 1.10 " |
| 300 " 2.00 " | 1.50 " | 1.60 " | 1.33 " | 600 " 1.50 " | 1.13 " | 1.16 " | 1.10 " | 1.50 " | 1.10 " |

The 5th Class rates being established, the rates for the other higher classes are arrived at by adding 25% of 5th Class to the 5th Class rate for 4th Class, 50% for 3rd Class, 75% for 2nd Class, and 100% for 1st Class. Sixth Class is a shade lower than 5th, or about cost of handling. Seventh Class, consisting of the more valuable descriptions of traffic usually carried at lumber rates, is therefore slightly higher than 10th Class.

Fractions in first five classes are given when below .50, and taken when .50 or over. In 6th to 10th Classes, fractions are given or taken as appeared advisable. Distances over 600 miles take the same rates per ton per mile as for 600 miles.

CEMENT, Carloads.

Prior to the establishment of cement mills in Canada, the requirements of this country were supplied either by the United States mills, or by importations from Europe.

In 1874 rates applicable on lumber were also used for Cement.

In 1884 a 10th class rate was established, under Canadian Joint Freight Classification.

When Canadian Portland Cement Mills commenced to be a factor in the market, the competition which they had to meet was, as previously stated, the American cement carried at low through rates to Canadian points, such rates being established by the rates of the American Roads, from eastern cement mills to Detroit, which were held as maxima to directly intermediate points, and also the low import rates from Montreal, which by rail, in turn, were controlled by water competition to water points in Ontario, and these low rates made to meet water competition, naturally, affected the rates applicable to the interior territory; hence, in establishing the specific rates from the then producing Canadian Mills, the rate situation existing on American and import cement became the controlling influence.

The first specific mileage tariff on Cement was G. N. 16, May 26th, 1900, which appears to be the same as previous mileage scales on certain building material, and in the same columns of these previous tariffs, Cement was included.

The mileage scale of G. N. 16, May 16th, 1900, was continued until January 1st, 1904, G. N. 19, but practically the entire movement of Cement was rated in specific tariffs which have from time to time been changed by reason of competitive and commercial conditions.

To illustrate the extent of the reduction in comparison with the Canadian (or Standard) Mileage Tariff, see comparison below (also see pages 8 and 9).

COMPARISON OF PRESENT RATES PER 100 POUNDS ON CEMENT, C.L. WITH CANADIAN OR STANDARD MILEAGE AND PRESENT TENTH CLASS RATES, ALSO WITH THE MILEAGE CEMENT RATES OF JANUARY 1st, 1904.

| Miles | FROM | TO | Standard Mileage 10th Class Rates | Present 10th Class Rates | Mileage Cement Rates 1904 | Present Cement Rates |
|-------|----------------------|-----------------------|--|-----------------------------------|------------------------------------|----------------------------|
| 95 | Dumfries.....Ont. | Bothwell.....Ont. | 11 | 10 | 9 | 7 |
| 95 | Pt. Colborne..... " | Scarboro Jct..... " | 11 | 10 | 9 | 7 |
| 103 | Lakefield..... " | Toronto..... " | 12 | 9 | 9 | 8 |
| 163 | Dumfries..... " | Windsor..... " | 15 | 11 | 10 | 7 |
| 191 | Raven Lake..... " | London..... " | 16 | 14 | 11 | 10 |
| 199 | Niagara Falls..... " | Stoney Point..... " | 16 | 11 | 11 | 8 |
| 225 | Niagara Falls..... " | Windsor..... " | 17 | 11 | 12 | 8 |
| 248 | Wiaraton..... " | Windsor..... " | 18 | 13 | 12½ | 9½ |
| 294 | Lakefield..... " | Montreal.....Que. | 20 | 14 | 14 | 9 |
| 299 | Lakefield..... " | Stoney Point.....Ont. | 20 | 15 | 14 | 11½ |
| 372 | Ottawa..... " | Toronto..... " | 22 | *13 | 16 | 10 |
| 399 | Ottawa..... " | Norval..... " | 23 | *15 | 17 | 11½ |
| 498 | Wiaraton..... " | Montreal.....Que. | 27 | *20 | 20 | 13½ |

* Rates held down by C. P. R. figures to contiguous points.

MEMO. OF MILEAGE RATES IN CENTS PER 100 LBS. ON CEMENT, C.L.

| DISTANCES. | 10th Class Mileage Jan. 1, 1884. | G.T. 1 Nov. 1, 1888. | Sup. 2 to G.N. 14, April 1, 1900. | G.N. 19 Jan. 1, 1904. |
|-------------------------|--|----------------------------|---|-----------------------------|
| Not over 5 Miles..... | 3 | 3 | 3 | 3 |
| Over 5 to 10 miles..... | 4 | 3½ | 3½ | 3½ |
| “ 10 “ 20 “..... | 4-5 | 4 | 4 | 4 |
| “ 20 “ 30 “..... | 5-6 | 4½ | 5 | 5 |
| “ 30 “ 40 “..... | 6-7 | 5 | 5½ | 5½ |
| “ 40 “ 50 “..... | 7 | 5½ | 6 | 6 |
| “ 50 “ 60 “..... | 8 | 6 | 7 | 7 |
| “ 60 “ 70 “..... | 9 | 6½ | 7½ | 7½ |
| “ 70 “ 80 “..... | 10 | 7 | 8 | 8 |
| “ 80 “ 90 “..... | 10-11 | 7½ | 8½ | 8½ |
| “ 90 “ 100 “..... | 11 | 8 | 9 | 9 |
| “ 100 “ 125 “..... | 12-13 | 8½ | 9½ | 9½ |
| “ 125 “ 150 “..... | 13-14 | 8½ | 10 | 10 |
| “ 150 “ 175 “..... | 14-15 | 9 | 10 | 10 |
| “ 175 “ 200 “..... | 15-16 | 9½ | 11 | 11 |
| “ 200 “ 225 “..... | 16-17 | 10½ | 12 | 12 |
| “ 225 “ 250 “..... | 17-18 | 11 | 12½ | 12½ |
| “ 250 “ 275 “..... | 18-19 | 11½ | 13 | 13 |
| “ 275 “ 300 “..... | 19-20 | 12½ | 14 | 14 |
| “ 300 “ 325 “..... | 21 | 13½ | 15 | 15 |
| “ 325 “ 350 “..... | 22 | 14 | 15½ | 15½ |
| “ 350 “ 375 “..... | 22 | 14½ | 16 | 16 |
| “ 375 “ 400 “..... | 23 | 15 | 17 | 17 |
| “ 400 “ 425 “..... | 24 | 16 | 18 | 18 |
| “ 425 “ 450 “..... | 25 | 16½ | 18½ | 18½ |
| “ 450 “ 475 “..... | 26 | 17 | 19 | 19 |
| “ 475 “ 500 “..... | 27 | 18 | 20 | 20 |
| “ 500 “ 550 “..... | .. | .. | .. | 22 |
| “ 550 “ 600 “..... | .. | .. | .. | 24 |
| “ 600 “ 650 “..... | .. | .. | .. | 25 |
| “ 650 “ 700 “..... | .. | .. | .. | 26 |

MEMO. OF PRESENT RATES ON CEMENT, C.L.

| Miles | FROM | TO | Cents per 100 lbs. |
|-----------------|---------------------|----------------------|--------------------|
| 100 mile Group. | | | |
| 93 | Lakefield.....Ont. | Coldwater.....Ont. | 8½ |
| 95 | "....." | Fesserton....." | 9 |
| 94 | Thorold....." | Ballantrae....." | 9 |
| 95 | Dumfries....." | Cookstown....." | 9 |
| 200 Mile Group. | | | |
| 122 | Lakefield.....Ont. | Huntsville.....Ont. | 10 |
| 195 | "....." | Powassan....." | 11 |
| 103 | "....." | Colwell....." | 9½ |
| 132 | "....." | Beeton....." | 10 |
| 130 | "....." | Georgetown....." | 10 |
| 199 | "....." | St. Marys....." | 10½ |
| 195 | Owen Sound....." | Barrie....." | 10 |
| 180 | "....." | Pt. Union....." | 9½ |
| 198 | "....." | Goodwood....." | 10½ |
| 180 | Durham....." | Longford....." | 10½ |
| 140 | St. Marys....." | Angus....." | 10 |
| 124 | Dumfries....." | Orillia....." | 10 |
| 160 | "....." | Bracebridge....." | 11 |
| 300 Mile Group. | | | |
| 225 | Lakefield.....Ont. | North Bay.....Ont. | 11½ |
| 272 | "....." | Sarnia....." | 11½ |
| 297 | Owen Sound....." | Kearney....." | 13½ |
| 286 | "....." | Novar....." | 13½ |
| 232 | "....." | Midland....." | 11½ |
| 275 | Dumfries....." | North Bay....." | 12 |
| 247 | "....." | Trout Creek....." | 12 |
| 214 | "....." | Kearney....." | 12 |
| 292 | "....." | Madawaska....." | 13½ |
| 400 Mile Group. | | | |
| 396 | Owen Sound.....Ont. | Barry's Bay.....Ont. | 14½ |
| 393 | "....." | Cardinal....." | 13½ |
| 336 | "....." | Algonquin Park....." | 14½ |
| 337 | Dumfries....." | Golden Lake....." | 15 |
| 345 | "....." | Eganville....." | 16 |
| 384 | "....." | Arnprior....." | 16½ |
| 500 Mile Group. | | | |
| 441 | Owen Sound.....Ont. | Pembroke.....Ont. | 17 |
| 420 | "....." | Golden Lake....." | 16 |
| 402 | "....." | Wilno....." | 15½ |

GRAIN AND GRAIN PRODUCTS.

In 1874 specific rates were provided between all stations on the Grand Trunk on flour per barrel and grain in cents per 100 lbs., the former being figured on 200 lbs. per barrel. The rates on flour, grain and meal were, with the exception of fractions, the same. There does not appear to have been any mileage basis used in constructing the tariff, very much the same method of grouping having been adopted as in the class rates. Existing records indicate that these flour and grain rates remained in effect until 1884, when the Canadian Freight Mileage Tariff was published, which, in conjunction with the Canadian Joint Freight Classification, provided rating of 8th class, and appears to be the only published basis for flour and grain until November 27th, 1891, when G. T. R. commodity mileage tariff G. B. J.-1 was issued covering flour, meal and mill feed. While this issue did not reduce the mileage rates on grain below the 8th class basis, the records indicate there were lower rates in effect covering the larger movements of this commodity.

The mileage scale utilized in tariff G. B. J.-1 was subsequently adopted as 8th class in the town tariffs issued in 1892.

The foregoing deals with carload rates only.

Tariff G. B. J.-1 also contained less than carload rates on flour, meal and mill feed, but the basis for these rates cannot be checked. Grain in less than carload quantities was carried at classification, 4th class.

Tariff G. B. J.-1 (Nov. 27, 1891) was superseded on February 1st, 1894, by G. B. J.-2, and the latter by G. B. J.-3, of December 3rd, 1894. In G. B. J.-2, the scale covered distances up to 200 miles; in G. B. J.-1 and G. B. J.-3 the scales covered distances up to 300 miles.

The scale of February 1st, 1894 (G. B. J. -2), was a material reduction from the scale in G. B. J.-1 (Nov. 27, 1891), and the scale of December 3rd, 1894 (G. B. J.-3), covered some minor advances and reductions in the scale of February 1st, 1894 (G. B. J.-2). It has been impossible to develop why the large reductions of February 1st, 1894 (G. B. J.-2), were made, or the minor changes in the following December, but it is safe to say that the reductions were largely the result of the increasing competition of the Canadian Northwest millers.

The basis of rates in G. B. J.-3 (Dec. 3, 1894), continued until January 1st, 1903, with an extended mileage and with additions of some commodities.

On January 1st, 1903, tariff G. B. J.-12, grain products rates were radically reduced to the basis at present in effect,—grain rates remaining on the basis as adopted in G. B. J.-3, December 3rd, 1894. This reduction was made for the purpose of further assisting millers to market their product in competition with direct shipments from Western Canada, it being recognized at the time that practically the entire volume of raw material (grain) had paid an inwards transportation charge.

Tariff G. B. J.-12, as above, remained in effect until May 10th, 1905, when it was replaced by G. B. J.-18 which added grain at the same rates as grain products, by order of the Board of Railway Commissioners, dated April 15th, 1905 (Farmers' Association Case), thereby creating a further reduction in the transportation charges on this commodity.

On October 1st, 1888, and apparently as a result of a desire to assist or systematize previous methods of assisting the milling trade in the Provinces of Ontario and Quebec, in obtaining Ontario grain for milling purposes, a special low mileage scale of rates was adopted, these rates being from 40% to 60% below the 8th class rates of the Canadian Freight mileage tariff, January 1st, 1884.

It would also appear that this basis of rates for the assistance of millers was adopted in lieu of "milling in transit" arrangements, the latter method being one which had been in vogue in various sections of the United States and Western Canada, in equalizing conditions for competing millers located in different sections of the country, but these reduced inwards grain rates would seem to have been considered as a preferable plan of handling the milling situation in the two Provinces referred to.

The outwards milled product paid the current commodity tariff rate, carloads, and the miller obtained the benefit of these reduced rates for milling on inwards grain, based on equivalent outwards shipments. This general basis, extended to 600 miles, remains in effect up to the present time.

For comparison of rates, see pages 11 and 12.

MEMO. SHOWING CHANGES IN RATES ON GRAIN AND GRAIN PRODUCTS, C. L.

RATES IN CENTS PER 100 LBS.

| Miles | Book Tariff, June, 1874 Grain & Grain Products. | Mileage 8th class. Jan. 1, 1884 | Flour & Mill Feed GBJ 1 Nov. 27, 1891 | Flour & Mill Feed GBJ 2 Feb. 1, 1894 | Flour, Mill Feed & Grain GBJ. 3 Dec. 3, 1894 | Flour & Mill Feed GB J. 12, Jan. 1, 1903 Grain added May 10, 1905, G.B. J. 18. | Milling G. Q. 1 Oct. 1, 1888 | Milling G. Q. 10, Nov. 15 1902 |
|-------|--|--|--|---|--|--|---------------------------------------|---|
| 5 | 5 | 3 | 3 | 3 | 3 | 2½ | 3 | 2½ |
| 10 | 5-6 | 4 | 4 | 3½ | 3½ | 2½ | 3 | 2½ |
| 15 | 5-6 | 5 | 5 | 4 | 4 | 3 | 3½ | 3 |
| 20 | 6-7-8 | 6 | 6 | 4 | 4½ | 3 | 3½ | 3 |
| 25 | 7-8 | 7 | 7 | 5 | 5 | 4 | 4 | 4 |
| 30 | 7-8-9 | 8 | 7 | 5 | 5 | 4 | 4 | 4 |
| 35 | 7-9 | 8 | 8 | 6 | 6 | 4 | 4 | 4 |
| 40 | 9 | 9 | 8 | 6 | 6 | 4 | 4 | 4 |
| 45 | 10 | 9 | 8 | 6½ | 7 | 4 | 4 | 4 |
| 50 | 10 | 10 | 8 | 6½ | 7 | 4 | 4 | 4 |
| 55 | 10-11 | 10 | 9 | 7 | 7½ | 5 | 4½ | 4½ |
| 60 | 11-12 | 11 | 9 | 7 | 7½ | 5 | 4½ | 4½ |
| 65 | 12-13 | 11 | 10 | 7½ | 8 | 5 | 4½ | 4½ |
| 70 | 12-14 | 12 | 10 | 7½ | 8 | 5 | 4½ | 4½ |
| 75 | 13-15 | 12 | 11 | 8 | 8½ | 5 | 4½ | 4½ |
| 80 | 13-14 | 13 | 11 | 8 | 8½ | 6 | 5 | 5 |
| 85 | 14 | 13 | 12 | 8½ | 9 | 6 | 5 | 5 |
| 90 | 15 | 14 | 12 | 8½ | 9 | 6 | 5 | 5 |
| 95 | 15 | 14 | 12 | 9 | 9½ | 6 | 5 | 5 |
| 100 | 15-16 | 14 | 12 | 9 | 9½ | 6 | 5 | 5 |
| 110 | 16-17 | 15 | 13 | 10 | 10 | 7 | 5½ | 5½ |
| 120 | 16-17-18 | 15 | 13 | 10 | 10 | 7 | 5½ | 5½ |
| 125 | 18-19 | 15 | 14 | 10 | 11 | 7 | 5½ | 5½ |
| 130 | 18-19 | 15 | 14 | 12 | 11 | 8 | 6 | 6 |
| 140 | 19-20 | 16 | 14 | 12 | 11 | 8 | 6 | 6 |
| 150 | 20 | 16 | 15 | 12 | 12 | 8 | 6 | 6 |
| 160 | 20-21 | 17 | 15 | 14 | 12 | 9 | 6½ | 6½ |
| 170 | 21 | 17 | 15 | 14 | 12½ | 9 | 6½ | 6½ |
| 175 | 22-24 | 18 | 15 | 14 | 12½ | 9 | 6½ | 6½ |
| 180 | 20-22-24 | 18 | 15 | 15 | 13 | 9 | 7 | 7 |
| 190 | 21-23 | 18 | 16 | 15 | 13 | 9 | 7 | 7 |
| 200 | 21-24 | 19 | 16 | 15 | 13 | 9 | 7 | 7 |
| 210 | 21-24 | 19 | 17 | .. | 14 | 10 | 7½ | 7½ |
| 220 | 21-24 | 19 | 17 | .. | 14 | 10 | 7½ | 7½ |
| 225 | 21-25 | 20 | 18 | .. | 15 | 10 | 7½ | 7½ |
| 230 | 25 | 20 | 18 | .. | 15 | 10 | 8 | 8 |
| 240 | 22-25 | 20 | 18 | .. | 15 | 10 | 8 | 8 |
| 250 | 22-25 | 20 | 19 | .. | 16 | 10 | 8 | 8 |
| 260 | 22-28 | 21 | 19 | .. | 16 | 11 | 8½ | 8½ |
| 270 | 22-28 | 21 | 19 | .. | 17 | 11 | 8½ | 8½ |
| 275 | 22-28 | 21 | 19 | .. | 17 | 11 | 8½ | 8½ |
| 280 | 22-28 | 21 | 19 | .. | 17 | 11 | 9 | 9 |
| 290 | 22-28 | 22 | 20 | .. | 17½ | 11 | 9 | 9 |
| 300 | 29 | 22 | 20 | .. | 17½ | 11 | 9 | 9 |

MEMO. SHOWING CHANGES IN RATES ON GRAIN AND GRAIN PRODUCTS, C.L.

RATES IN CENTS PER 100 LBS.

| Miles | Book Tariff June, 1874 Grain & Grain Products. | Mileage 8th class Jan. 1, 1884 | Flour & Mill Feed GBJ. 1 Nov. 27, 1891 | Flour & Mill Feed GBJ. 2 Feb. 1, 1894 | Flour, Mill Feed & Grain GBJ. 3 Dec. 3, 1894 ① | Flour & Mill Feed GBJ. 12, Jan. 1, 1903 Grain added May 10, 1905 GBJ. 18. | Milling G.Q. 1 Oct. 1, 1888 | Milling G. Q. 10 Nov. 15, 1902 ② |
|-------|---|---|---|--|---|---|--------------------------------------|--|
| 310 | 26-28-29 | 23 | .. | .. | 18 | 12 | 10 | 10 |
| 320 | 29-30 | 23 | .. | .. | 18 | 12 | 10 | 10 |
| 325 | 30 | 23 | .. | .. | 18 | 12 | 10 | 10 |
| 330 | 30-31 | 24 | .. | .. | 19 | 12 | 11 | 11 |
| 340 | 30-31-32-33 | 24 | .. | .. | 19 | 12 | 11 | 11 |
| 350 | 30-31-33 | 24 | .. | .. | 19 | 12 | 11 | 11 |
| 360 | 31-33 | 24 | .. | .. | 19½ | 13 | 13 | 12 |
| 370 | 31-33 | 24 | .. | .. | 19½ | 13 | 12 | 12 |
| 375 | 31-33-34-35 | 24 | .. | .. | 19½ | 13 | 13 | 12 |
| 380 | 31-34-35 | 25 | .. | .. | 20 | 13 | 13 | 13 |
| 390 | 32-33-34-35 | 25 | .. | .. | 20 | 13 | 13 | 13 |
| 400 | 34-35-36-37 | 25 | .. | .. | 20 | 13 | 13 | 13 |
| 410 | 35-37 | 26 | .. | .. | 21 | 14 | 14 | 14 |
| 420 | 35-37 | 26 | .. | .. | 21 | 14 | 14 | 14 |
| 425 | 35-36-37 | 26 | .. | .. | 21 | 14 | 14 | 14 |
| 430 | 37 | 27 | .. | .. | 21½ | 14 | 14 | 14 |
| 440 | 37-38 | 27 | .. | .. | 21½ | 14 | 14 | 14 |
| 450 | 37-38 | 27 | .. | .. | 21½ | 14 | 14 | 14 |
| 460 | 37-38 | 28 | .. | .. | 22 | 15 | 15 | 15 |
| 470 | 35-36-38-39 | 28 | .. | .. | 22 | 15 | 15 | 15 |
| 475 | 39 | 28 | .. | .. | 22 | 15 | 15 | 15 |
| 480 | 38-39 | 29 | .. | .. | 23 | 15 | 15 | 15 |
| 490 | 38-39-40 | 29 | .. | .. | 23 | 15 | 15 | 15 |
| 500 | 38-41-42 | 29 | .. | .. | 23 | 15 | 15 | 15 |
| 510 | 38-39-43-44 | 30 | .. | .. | .. | 16 | 16½ | 16 |
| 520 | 39-44-45 | 30 | .. | .. | .. | 16 | 16½ | 16 |
| 525 | 40-45 | 30 | .. | .. | .. | 16 | 16½ | 16 |
| 530 | 40-45 | 31 | .. | .. | .. | 16 | 16½ | 16 |
| 540 | 40-45 | 31 | .. | .. | .. | 16 | 16½ | 16 |
| 550 | 41-42-45 | 31 | .. | .. | .. | 16 | 16½ | 16 |
| 560 | 43-44-47 | 32 | .. | .. | .. | 17 | 17½ | 17 |
| 570 | 44-45-47-48 | 32 | .. | .. | .. | 17 | 17½ | 17 |
| 575 | 45-48 | 32 | .. | .. | .. | 17 | 17½ | 17 |
| 580 | 48 | 34 | .. | .. | .. | 17 | 17½ | 17 |
| 590 | 46-48 | 34 | .. | .. | .. | 17 | 17½ | 17 |
| 600 | 47-48-49 | 34 | .. | .. | .. | 17 | 17½ | 17 |

① Extended from 300 to 500 miles, in tariff G. B. J. 4, June 13th, 1898.

② Extended from 500 to 600 miles, in tariff G. Q. 3, June 1st, 1893.

IRON AND STEEL COMMODITIES.

There were three prevailing factors which governed the establishment of rates on iron commodities, namely:—

- (1) Water competition from Montreal.
- (2) Import competition through Atlantic Seaboard Ports.
- (3) Competition from United States Points.

So far as Montreal is concerned, prior to 1889 rates on iron and steel articles were carried in special rate advices issued as trade and water competition seemed to demand. On April 15th, 1889, a tariff from Montreal was constructed, having in mind the various sources of competition referred to above. These rates were not made on any fixed scale owing to the fact that mileage in many instances had to be ignored. Higher rates were maintained in winter than in summer and the figures varied from year to year until Nov. 15th, 1897. Owing to increased competition from U.S. mills and as result of negotiations between manufacturers and the railway companies, the list of iron and steel articles was revised and the rates heretofore carried in summer were adopted as a basis for the entire year.

The rates of 1897 remained in effect until 1900, when a slight advance was obtained as a result of adjustment in rates from the United States.

On January 1st, 1903, a further advance of ten per cent. was made owing to change in trade conditions and those figures with one or two slight modifications are the rates at present in effect in tariff C.I. 52, Nov. 21st, 1908.

As mills for the manufacture of these various iron commodities were established at points in Ontario it was necessary to provide commodity rates from such points. A fixed mileage scale, however, could not be adopted owing to competitive conditions between industries as well as other conditions named above, the basic feature of the rates to Montreal territory being the westbound rates from that city. For comparison of rates see page 14.

LIME, CARLOADS.

In 1874 lime was carried at the rates specified for lumber which basis was utilized for low grade commodities such as lime, brick, stone, etc., apparently no attention having been given to the fact that lime shipments moved in a territory removed from the lumber shipping district.

In 1884 a 10th class rating was provided in the Canadian Joint Freight Classification which, used in connection with class tariffs, superseded the 1874 rates. Effective Nov. 1st, 1888, G.T. 1, an attempt was made to differentiate between the various descriptions of low grade commodities, lime being carried at the same mileage rate as lumber for distances of 20 miles and for distances in excess of 20 miles, the mileage rates on lime were from $\frac{1}{2}$ c. to 2c. per 100 lbs. less than the mileage lumber rate on the theory that the lower priced commodity was entitled to a lower rate beyond the short distance of 20 miles.

The above basis was carried in several tariffs until Feb. 22, 1897.

Effective Feb. 22, 1897, G. N. 12 made radical reductions in rates on lime by reason of reductions made at same time in other similar commodities, rough stone particularly.

Effective Jan. 1st, 1904, G. N. 19, made some revision in the mileage groupings with some few adjustments in actual figures, the same general scale, however, being continued.

Effective April 25, 1908, C. D. 23 replaced the foregoing scale. The changes in most instances represent a slight advance, maximum $\frac{1}{2}$ c. per 100 lbs.

Effective Feb. 1, 1911, C. D. 63, a further slight advance took place, although in many instances former rates were continued; these rates have been continued to the present and are covered by C. D. 65, effective July 3rd, 1912.

The several changes have been the result of rearrangement of the various scales of mileage rates on the numerous articles of building material, the detail of which for the purpose in hand is not important. For comparison of rates, see page 15.

COMPARISON OF RATES IN CENTS PER 100 LBS. ON IRON AND STEEL COMMODITIES.

| FROM MONTREAL, QUE., TO | | G.A.A. 3 | | * G.A.A. 4 | | Sup. 3 to G.A.A. 8 | | G.A.A. 9 | | G.A.A. 10 | | Sup 3 to G.A.A. 11 | | |
|-------------------------------|------|----------------|------|---------------|------|-----------------------|------|---------------|------|-------------|------|-----------------------|------|------|
| | | April 15/89 | | June 10/89 | | Dec. 1/90 | | April 1/91 | | May 4/91 | | Nov. 9/91 | | |
| | | L.C.L | C.L. | L.C.L | C.L. | L.C.L | C.L. | L.C.L | C.L. | L.C.L | C.L. | Mix. | Str. | C.L. |
| Cornwall..... | Ont. | 10 | 8 | 10 | 8 | 15 | 10 | 11 | 9 | 11 | 9 | 18 | 14 | 14 |
| Brockville..... | " | 14 | 11 | 10 | 8 | 19 | 13 | 12 | 9 | 12 | 9 | 21 | 18 | 15 |
| Kingston..... | " | 14 | 11 | 11 | 9 | 21 | 14 | 13 | 10 | 13 | 10 | 22 | 19 | 16 |
| Belleville..... | " | 15 | 12 | 14 | 11 | 21 | 14 | 15 | 12 | 15 | 12 | 24 | 20 | 17 |
| Peterboro..... | " | 18 | 14 | 18 | 14 | 23 | 15 | 15 | 12 | 15 | 12 | 25 | 21 | 18 |
| Toronto..... | " | 18 | 14 | 14 | 11 | 23 | 15 | 15 | 12 | 15 | 12 | 25 | 21 | 18 |
| Hamilton..... | " | 19 | 15 | 14 | 11 | 25 | 17 | 17 | 13 | 17 | 13 | 27 | 23 | 20 |
| Welland..... | " | 25 | 20 | 18 | 14 | 30 | 20 | 26 | 17 | 22 | 17 | 32 | 27 | 25 |
| Brantford..... | " | 25 | 20 | 19 | 15 | 27 | 18 | 24 | 16 | 20 | 16 | 29 | 25 | 23 |
| London..... | " | 25 | 20 | 19 | 15 | 29 | 19 | 24 | 16 | 20 | 16 | 30 | 26 | 23 |
| Sarnia..... | " | 25 | 20 | 19 | 15 | 33 | 22 | 27 | 18 | 23 | 18 | 34 | 29 | 27 |
| Chatham..... | " | 25 | 20 | 19 | 15 | 33 | 22 | 27 | 18 | 23 | 18 | 34 | 29 | 27 |
| Windsor..... | " | 25 | 20 | 19 | 15 | 35 | 23 | 30 | 20 | 25 | 20 | 36 | 31 | 27 |
| Guelph..... | " | 25 | 20 | 19 | 15 | 27 | 18 | 24 | 16 | 20 | 16 | 29 | 25 | 23 |
| Stratford..... | " | 25 | 20 | 19 | 15 | 27 | 18 | 24 | 16 | 20 | 16 | 29 | 25 | 23 |
| Goderich..... | " | 25 | 20 | 20 | 16 | 33 | 22 | 27 | 18 | 23 | 18 | 34 | 29 | 27 |
| Palmerston..... | " | 25 | 20 | 30 | 24 | 33 | 22 | 27 | 18 | 23 | 18 | 34 | 29 | 27 |
| Walkerton..... | " | 25 | 20 | 30 | 24 | 33 | 22 | 27 | 18 | 23 | 18 | 34 | 29 | 27 |
| Warton..... | " | 25 | 20 | 30 | 24 | 33 | 22 | 29 | 19 | 24 | 19 | 35 | 30 | 27 |
| Collingwood..... | " | 30 | 24 | 30 | 24 | 33 | 22 | 27 | 18 | 23 | 18 | 39 | 29 | 27 |
| Orillia..... | " | 30 | 24 | 30 | 24 | 33 | 22 | 27 | 18 | 23 | 18 | 34 | 29 | 27 |
| North Bay..... | " | 44 | 35 | 43 | 34 | .. | .. | .. | .. | .. | .. | .. | .. | .. |

| FROM MONTREAL, QUE., TO | | Sup. 1 to E.A. 1 Nov. 14/92 | | | Sup. 1 to E.A. 2 April 3/93 | | | WINTER Sup. 1 to E.A. 3 Nov. 13/93 | | | SUMMER Sup. 11 E.A. 4 Aug. 1/94 | | G.B.Y.1 Nov. 15/97 | | † E.A. 16 April 1/00 | | PRESENT RATES C.I. 52 Nov. 21/08 | |
|-------------------------------|------|--------------------------------------|------|------|--------------------------------------|------|------|--|------|------|---|------|--------------------------|------|-------------------------------|------------------|--|------|
| | | | | | | | | | | | | | | | | | | |
| | | L.C.L | Mix. | Str. | L.C.L | C.L. | C.L. | L.C.L | Mix. | Str. | L.C.L | C.L. | L.C.L | C.L. | L.C.L | C.L. | L.C.L | C.L. |
| Cornwall..... | Ont. | 18 | 14 | 14 | 13 | 10 | 16 | 14 | 13 | 13 | 10 | 13 | 10 | 13 | 10 | 14 $\frac{1}{2}$ | 11 | |
| Brockville..... | " | 20 | 17 | 15 | 14 | 11 | 20 | 17 | 15 | 14 | 11 | 14 | 11 | 16 | 13 | 17 $\frac{1}{2}$ | 14 | |
| Kingston..... | " | 21 | 19 | 16 | 16 | 12 | 21 | 19 | 16 | 16 | 12 | 16 | 12 | 18 | 14 | 20 | 15 | |
| Belleville..... | " | 23 | 20 | 17 | 18 | 13 | 23 | 20 | 17 | 18 | 13 | 16 | 13 | 20 | 15 | 22 | 16 $\frac{1}{2}$ | |
| Peterboro..... | " | 24 | 21 | 18 | 21 | 17 | 24 | 21 | 18 | 19 | 14 | 16 | 13 | 20 | 16 | 22 | 16 $\frac{1}{2}$ | |
| Toronto..... | " | 24 | 21 | 18 | 19 | 14 | 24 | 21 | 18 | 19 | 14 | 16 | 13 | 21 | 16 | 23 | 17 $\frac{1}{2}$ | |
| Hamilton..... | " | 27 | 23 | 20 | 20 | 15 | 27 | 23 | 20 | 20 | 15 | 18 | 14 | 22 | 17 | 24 | 18 $\frac{1}{2}$ | |
| Welland..... | " | 29 | 25 | 22 | 29 | 23 | 29 | 25 | 22 | 24 | 18 | 20 | 16 | 25 | 19 | 25 $\frac{1}{2}$ | 19 $\frac{1}{2}$ | |
| Brantford..... | " | 28 | 24 | 21 | 23 | 17 | 28 | 24 | 21 | 23 | 17 | 19 | 15 | 24 | 18 | 25 $\frac{1}{2}$ | 19 $\frac{1}{2}$ | |
| London..... | " | 29 | 25 | 22 | 24 | 18 | 29 | 25 | 22 | 24 | 18 | 20 | 16 | 25 | 19 | 27 $\frac{1}{2}$ | 21 | |
| Sarnia..... | " | 36 | 29 | 27 | 31 | 25 | 35 | 28 | 26 | 30 | 23 | 25 | 20 | 26 | 20 | 28 $\frac{1}{2}$ | 22 | |
| Chatham..... | " | 35 | 28 | 26 | 31 | 25 | 35 | 28 | 26 | 29 | 22 | 24 | 19 | 26 | 20 | 28 $\frac{1}{2}$ | 22 | |
| Windsor..... | " | 36 | 29 | 27 | 34 | 27 | 36 | 29 | 27 | 30 | 23 | 25 | 20 | 26 | 20 | 28 $\frac{1}{2}$ | 22 | |
| Guelph..... | " | 28 | 24 | 21 | 23 | 17 | 28 | 24 | 21 | 23 | 17 | 19 | 15 | 24 | 18 | 24 | 18 $\frac{1}{2}$ | |
| Stratford..... | " | 29 | 25 | 22 | 26 | 21 | 29 | 25 | 22 | 24 | 18 | 20 | 16 | 25 | 19 | 27 $\frac{1}{2}$ | 21 | |
| Goderich..... | " | 36 | 29 | 27 | 31 | 25 | 36 | 29 | 27 | 30 | 23 | 25 | 20 | 31 | 24 | 34 | 26 $\frac{1}{2}$ | |
| Palmerston..... | " | 35 | 28 | 26 | 31 | 25 | 35 | 28 | 26 | 30 | 23 | 24 | 19 | 30 | 23 | 33 | 25 $\frac{1}{2}$ | |
| Walkerton..... | " | 36 | 29 | 27 | 31 | 25 | 36 | 29 | 27 | 30 | 23 | 24 | 19 | 30 | 23 | 33 | 25 $\frac{1}{2}$ | |
| Warton..... | " | 36 | 30 | 27 | 33 | 26 | 36 | 29 | 27 | 30 | 23 | 25 | 20 | 31 | 24 | 34 | 26 $\frac{1}{2}$ | |
| Collingwood..... | " | 36 | 29 | 27 | 31 | 25 | 36 | 29 | 27 | 31 | 25 | 28 | 22 | 32 | 25 | 33 | 26 | |
| Orillia..... | " | 36 | 29 | 27 | 31 | 25 | 32 | 27 | 24 | 31 | 25 | 28 | 22 | 30 | 23 | 33 | 24 | |
| North Bay..... | " | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 36 | 28 | 30 | 24 | |

NOTE.—Rates between manufacturing points in Western Ontario and Montreal on same basis Eastbound and Westbound.

* Winter rates 1889/90 not available.

† Continued with minor changes until Tariff C. I. 52 took effect, Nov. 21st, 1908.

MEMO. OF MILEAGE RATES IN CENTS PER 100 LBS. ON LIME, C.L.

| DISTANCES. | TARIFF REFERENCE AND EFFECTIVE DATE. | | | | | |
|-------------------------|--------------------------------------|----------------------------|-----------------------------|----------------------------|------------------------------|----------------------------|
| | January, 1874, (see note.) | G.T. 1, Nov. 1, 1888 | G.N. 12 Feb. 22, 1897 | G.N. 19 Jan. 1, 1904 | C.D. 23 April 25, 1908 | C.D. 63 Feb. 1, 1911 |
| Not over 5 miles..... | 4 | 3 | 3 | 3 | 3 | 3 |
| Over 5 to 10 miles..... | 4 | 3½ | 3 | 3 | 3 | 3 |
| “ 10 “ 20 “ | 4-5 | 4 | 3½ | 3½ | 3½ | 3½ |
| “ 20 “ 25 “ | 6-6½ | 4½ | 3½ | 4 | 4 | 4 |
| “ 25 “ 30 “ | 6½ | 4½ | 4½ | 4 | 4 | 4 |
| “ 30 “ 40 “ | 7-7½ | 5 | 4½ | 4½ | 4 | 4½ |
| “ 40 “ 50 “ | 8 | 5½ | 4¾ | 4¾ | 4½ | 5 |
| “ 50 “ 60 “ | 8½ | 6 | 5 | 5 | 5 | 5½ |
| “ 60 “ 70 “ | 9 | 6½ | 5½ | 5½ | 5½ | 6 |
| “ 70 “ 80 “ | 10 | 7 | 5¾ | 5¾ | 6 | 6½ |
| “ 80 “ 90 “ | 10½-11 | 7½ | 6 | 6 | 6½ | 7 |
| “ 90 “ 100 “ | 11½ | 8 | 6 | 6 | 6½ | 7 |
| “ 100 “ 120 “ | 12 to 13 | 8½ | 6½ | 6½ | 7 | 7½ |
| “ 120 “ 125 “ | 13½ | 8½ | 7 | 6½ | 7 | 7½ |
| “ 125 “ 140 “ | 13½ to 14 | 8½ | 7 | 7 | 7½ | 8 |
| “ 140 “ 150 “ | 15 | 8½ | 7½ | 7 | 7½ | 8 |
| “ 150 “ 160 “ | 15½ to 16 | 9 | 7½ | 7½ | 8 | 8½ |
| “ 160 “ 175 “ | 16-16½ | 9 | 8 | 7½ | 8 | 8½ |
| “ 175 “ 180 “ | 16½ | 9½ | 8 | 8½ | 9 | 9 |
| “ 180 “ 200 “ | 17 to 17½ | 9½ | 8½ | 8½ | 9 | 9 |
| “ 200 “ 225 “ | 18 to 20 | 10½ | 9 | 9 | 9½ | 9½ |
| “ 225 “ 250 “ | 20 | 11 | 9½ | 9½ | 10 | 10 |
| “ 250 “ 275 “ | 20 to 22 | 11½ | 10 | 10 | 10½ | 10½ |
| “ 275 “ 300 “ | 22-22½ | 12½ | 10½ | 10½ | 11 | 11 |
| “ 300 “ 325 “ | 25 | 13½ | 11 | 11 | 11½ | 12 |
| “ 325 “ 350 “ | 25 | 14 | 11 | 11 | 11½ | 12 |
| “ 350 “ 375 “ ..... | ..... | 14½ | 12 | 12 | 12½ | 13 |
| “ 375 “ 400 “ ..... | ..... | 15 | 12 | 12 | 12½ | 13 |
| “ 400 “ 425 “ ..... | ..... | 16 | 13 | 13 | 13½ | 14 |
| “ 425 “ 450 “ ..... | ..... | 16½ | 13 | 13 | 13½ | 14 |
| “ 450 “ 475 “ ..... | ..... | 17 | 14 | 14 | 14½ | 15 |
| “ 475 “ 500 “ ..... | ..... | 18 | 14 | 14 | 14½ | 15 |
| “ 500 “ 550 “ ..... | ..... | .. | 15 | 15 | 15½ | 16 |
| “ 550 “ 600 “ ..... | ..... | .. | .. | 16 | 16½ | 17 |
| “ 600 “ 650 “ ..... | ..... | .. | .. | 17 | 17½ | 18 |
| “ 650 “ 700 “ ..... | ..... | .. | .. | 18 | 18½ | 19 |

Note.—Rates of January, 1874, are specific rates from Limehouse, Ont.

LIVESTOCK.

CATTLE, SHEEP AND HOGS, Carloads.

The history of the Livestock rates is not complete, In 1874 livestock was carried at rates per car of 20,000 lbs. not on any particular mileage scale, but grouped in a manner similar to the class rates. This was the case until January 1st, 1884, when 9th class rating on livestock was provided, both in Canadian Freight Mileage and "Town" Tariffs, which applied in the absence of lower specific commodity rates. Our records of the latter are incomplete.

For the purpose of showing conditions which brought about the present adjustment of rates, we have taken rates in effect immediately prior to our present tariffs, viz.:—those of June, 1905, at which time specific commodity rates were provided to Toronto and Montreal, and there were also low rates established on Hogs destined to the various packing houses. Apart from these, current 9th class rates governed the movement of livestock.

With respect to the commodity rates established at that time (June, 1905), to Toronto, the controlling feature from points west of the line Toronto to Orillia appears to have been the 5th class rate Official Classification of 13 cents per 100 lbs. from Windsor to Buffalo, that rate being applied Windsor to Toronto. This rate was the same as the 5th class rate from Detroit to Buffalo and Toronto. From other points west of Toronto, rates were graded down. From points east of the Toronto-Orillia Line, also from north of Orillia, rates were on a higher basis, for example:—

| WEST | | | TO TORONTO | | NORTH AND EAST | | |
|--------------------|-----|--------|------------|----------------------|----------------|--------|-------|
| From | | Miles. | Rate. | | From | Miles. | Rate. |
| London.....Ont. | 111 | 10c. | { | Gravenhurst.....Ont. | 112 | 11c. | |
| | | | { | Belleville....." | 113 | 12 | |
| Forest....." | 146 | 11 | { | Huntsville....." | 146 | 12 | |
| | | | { | Ernestown....." | 146 | 13 | |
| Stoney Point....." | 195 | 12 | { | Trout Creek....." | 200 | 16 | |
| | | | { | Mallorytown....." | 196 | 17 | |
| Windsor....." | 221 | 13 | { | North Bay....." | 227 | 17 | |
| | | | { | Prescott....." | 220 | 17 | |

To Montreal, from points north of Toronto to Barrie and west thereof, rates were made by the addition of 18 cents per 100 lbs. to rates fixed to Toronto.

From north and east of Barrie to Montreal, rates were fixed on a relative basis to those in effect from the same territory, to Toronto.

In addition thereto, an 18 cent proportionate rate was published from Toronto to Montreal, applicable on shipments brought in to Toronto by rail, and subsequently reshipped to Montreal.

This enabled shippers to take advantage of both the Toronto and Montreal markets.

In respect to the rates on hogs brought in for packing and reshipment, a low basis was originally established for the purpose of assisting Canadian Packers in meeting export competition of the United States Establishments, and were confined to the class of trade mentioned.

In pursuance of the policy established by the Board of Railway Commissioners, these special rates were, on September 12th, 1910, extended to all classes of livestock (except horses, mules or ponies), on a mileage scale, "applicable in the absence of specific rates."

Complaints having been received as to discrimination between localities and dealers, a basis which would bring about a more uniform adjustment of rates became necessary. Commodity rates having been established for years as the result of railway and market competition, the Carriers felt that to revert to 9th class rates in standard Mileage tariff would bring about too severe an advance. As 9th class rates "Schedule A" with slight modifications (see page 17) produced rates which gave uniformity and at the same time did not unduly advance or reduce existing rates, this latter basis was adopted between all points in Ontario and Quebec, effective September 12th, 1910 (tariff C. L. 35), and is now in effect.

For particulars of various changes in rates, see pages 18 and 19.

HORSES, MULES AND PONIES, Carloads.

The rates on horses east and west of Fort William are the 9th class standard mileage rates.

BASIS FOR MILEAGE RATES ON LIVESTOCK (Cattle, Sheep and Hogs, C.L.)
IN CENTS PER 100 LBS.

| Distance | Schedule A. 1st Class. | 9th Class. | Rates Adopted. |
|--------------------------------|---------------------------|------------|----------------|
| Not exceeding 5 miles..... | 8 | 3 | 3 |
| Over 5 and up to 10 miles..... | 10 | 4 | 4 |
| " 10 " 15 " | 12 | 5 | 5 |
| " 15 " 20 " | 14 | 6 | 6 |
| " 20 " 30 " | 16 | 7 | 7 |
| " 30 " 40 " | 18 | 7 | 7 |
| " 40 " 50 " | 20 | 8 | 8 |
| " 50 " 60 " | 22 | 8 | 8 |
| " 60 " 70 " | 24 | 8 | 8 |
| " 70 " 80 " | 26 | 10 | 9 |
| " 80 " 95 " | 28 | 11 | 10 |
| " 95 " 110 " | 30 | 11 | 11 |
| " 110 " 140 " | 32 | 12 | 12 |
| " 140 " 170 " | 34 | 12 | 12 |
| " 170 " 200 " | 36 | 13 | 13 |
| " 200 " 230 " | 38 | 14 | 14 |
| " 230 " 260 " | 40 | 16 | 15 |
| " 260 " 290 " | 42 | 17 | 16 |
| " 290 " 320 " | 44 | 18 | 17 |
| " 320 " 350 " | 46 | 18 | 18 |
| " 350 " 380 " | 48 | 19 | 19 |
| " 380 " 410 " | 50 | 21 | 20 |
| " 410 " 440 " | 52 | 22 | 21 |
| " 440 " 480 " | 54 | 23 | 22 |
| " 480 " 520 " | 56 | 23 | 23 |
| " 520 " 560 " | 58 | 24 | 24 |

MEMO. OF CHANGES IN RATES ON CATTLE, SHEEP AND HOGS, C.L.

RATES IN CENTS PER 100 LBS.

| Miles. | Stand- ard Mileage Jan. 1, 1884 | Town Tariffs, Jan. 1, 1884. | Town Tariffs, 1892 | Rates of June 12, 1905. G.T. Tariff G.G. 16. | | | | C.L. 26 Nov. 28, 1908 Live Hogs for Packing. | Present Rates. |
|--------|---|-----------------------------------|--------------------------|---|-------|-------------------------|---------------|---|-------------------|
| | | | | Toronto from | | | Montreal from | | |
| | | | | East | North | West | West | | |
| 5 | 3 | 3-4 | 3 | .... | 4 | ..... | ..... | 3 | 3 |
| 10 | 4 | 3-4-5-6 | 4 | 4 | 4 | 4 | 4 | 4 | 4 |
| 15 | 5 | 5-6 | 5 | 4 | 4 | 5 | 5 | 5 | 5 |
| 20 | 6 | 5-6 | 6 | 4 | 5 | 5 | ..... | 6 | 6 |
| 25 | 7 | 6-7 | 7 | 5 | 6 | 5-6 | 6-7 | 7 | 7 |
| 30 | 7 | 6-7-8 | 7 | 6 | .... | 6-7 | 7 | 7 | 7 |
| 35 | 8 | 8-9 | 7 | 6 | 7 | 7-8 | 7 | 7 | 7 |
| 40 | 8 | 8 | 7 | 6 | 8 | 7-8 | 7 | 7 | 7 |
| 45 | 8 | 8-9 | 8 | 6-7 | 8 | 7-8-9 | 8 | 8 | 8 |
| 50 | 9 | 8-9-10 | 8 | 7 | 9 | 7-8-9 | 8 | 8 | 8 |
| 55 | 10 | 8-9-10 | 8 | 7-8-9 | 9 | 8-9 | 8 | 8 | 8 |
| 60 | 10 | 8-9-10-11 | 8 | 7-8 | 9 | 8-9 | 8 | 8 | 8 |
| 65 | 11 | 8-9-10-11 | 9 | 8-9 | 9 | 8-9 | 9 | 9 | 8 |
| 70 | 11 | 8-9-10-11 | 9 | 9 | 10 | 9-10 | 9 | 9 | 8 |
| 75 | 11 | 8-9-10-11 | 10 | 9-10 | 10 | 9-10 | 9 | 9 | 9 |
| 80 | 12 | 10-11-12 | 10 | 9-10 | 10 | 9-10 | 9 | 9 | 9 |
| 85 | 12 | 10-11-12 | 11 | 9-10 | 10 | 9-10 | 10 | 10 | 10 |
| 90 | 12 | 10-11-12 | 11 | 9-10 | 10 | 10 | 10 | 10 | 10 |
| 95 | 13 | 10-11-12 | 11 | 10-11 | 10 | 10-10 $\frac{1}{2}$ | 10 | 10 | 10 |
| 100 | 13 | 11-12 | 11 | 10-11 | 11 | 10-10 $\frac{1}{2}$ | 10 | 10 | 11 |
| 110 | 14 | 11-12 | 12 | 10-11 | 11 | 10-10 $\frac{1}{2}$ | 10 | 11 | 11 |
| 120 | 14 | 11-12-13 | 12 | 10-11 | 11 | 10-10 $\frac{1}{2}$ | 10 | 11 | 12 |
| 130 | 15 | 11-12-13 | 13 | 10-12 | 11 | 10-10 $\frac{1}{2}$ | 10-11 | 11 | 12 |
| 140 | 16 | 12-13-14 | 13 | 13 | 12 | 10-10 $\frac{1}{2}$ | 12 | 11 | 12 |
| 150 | 16 | 12-13-14 | 14 | 13 | 12 | 10-10 $\frac{1}{2}$ -11 | 12 | 12 | 12 |
| 160 | 17 | 12-13-14 | 14 | 15 | 13 | 10 $\frac{1}{2}$ -11 | 14 | 12 | 12 |
| 170 | 17 | 12-13-14 | 15 | 15-17 | 13 | 11 | 14 | 12 | 12 |
| 180 | 18 | 12-13-14 | 15 | 17 | 14 | 11 | 14-15 | 12 | 13 |
| 190 | 18 | 13-14-15 | 16 | 17 | 15-16 | 11 | 15 | 13 | 13 |
| 200 | 19 | 14-15 | 16 | 17 | 16 | 12 | 15-16 | 13 | 13 |
| 210 | 19 | 14-15-16 | 17 | 17 | 16 | 13 | 16 | 13 | 14 |
| 220 | 20 | 14-15-16 | 17 | 17 | 17 | 13 | 16-17 | 13 | 14 |
| 230 | 21 | 15-16 | 18 | 19 | 17 | 13 | 17-19 | 14 | 14 |
| 240 | 21 | 15-16 | 18 | 19 | .... | ..... | 17-19 | 14 | 15 |
| 250 | 22 | ..... | 19 | 19 | .... | ..... | 19-20 | 14 | 15 |
| 260 | 23 | ..... | 19 | 19 | .... | ..... | 19-20 | 14 | 15 |
| 270 | 23 | ..... | 20 | 19 | .... | ..... | 20 | 15 | 16 |
| 280 | 23 | ..... | 20 | 20 | .... | ..... | 20 | 15 | 16 |
| 290 | 24 | ..... | 21 | 20 | .... | ..... | 20 | 15 | 16 |
| 300 | 24 | ..... | 21 | 21 | .... | ..... | 20 | 15 | 17 |
| 310 | 25 | ..... | 22 | 22 | .... | ..... | 20 | 16 | 17 |
| 320 | 25 | ..... | 22 | 22 | .... | ..... | 20-22 | 16 | 17 |
| 325 | 25 | ..... | 23 | 22 | .... | ..... | 20-22 | 16 | 18 |
| 330 | 26 | ..... | 23 | 22 | .... | ..... | 20-22-24 | 17 | 18 |
| 340 | 26 | ..... | 23 | 22 | .... | ..... | 20-22-23-24 | 17 | 18 |
| 350 | 26 | ..... | 23 | .... | .... | ..... | 20-22-23-24 | 17 | 18 |

MEMO. OF CHANGES IN RATES ON CATTLE, SHEEP AND HOGS, C.L.

RATES IN CENTS PER 100 LBS.

| Miles. | Stand- ard Mileage Jan. 1, 1884. | Town Tariffs, Jan. 1, 1884. | Town Tariffs, 1892 | Rates of June 12, 1912. G.T. Tariff G.G. 16. | | | | C.L. 26 Nov. 28, 1908 Live Hogs for Packing. | Present Rates. |
|--------|--|-----------------------------------|--------------------------|---|-------|-------|-------------------------|---|-------------------|
| | | | | Toronto from | | | Montreal from | | |
| | | | | East | North | West | West | | |
| 360 | 26 | ..... | 23 | .... | .... | ..... | 22-23-24-25 | 18 | 19 |
| 370 | 26 | ..... | 24 | .... | .... | ..... | 24-25-26 | 18 | 19 |
| 375 | 26 | ..... | 24 | .... | .... | ..... | 24-25-26-27 | 18 | 19 |
| 380 | 27 | ..... | 24 | .... | .... | ..... | 24-25-26-27 | 19 | 19 |
| 390 | 27 | ..... | 24 | .... | .... | ..... | 25-26-27 | 19 | 20 |
| 400 | 27 | ..... | 24 | .... | .... | ..... | 26-27-28 | 19 | 20 |
| 410 | 28 | ..... | .. | .... | .... | ..... | 27-28 | 20 | 20 |
| 420 | 28 | ..... | .. | .... | .... | ..... | 28 | 20 | 21 |
| 425 | 28 | ..... | .. | .... | .... | ..... | 28 | 20 | 21 |
| 430 | 29 | ..... | .. | .... | .... | ..... | 28 | 20 | 21 |
| 440 | 29 | ..... | .. | .... | .... | ..... | 28-28 $\frac{1}{2}$ | 20 | 21 |
| 450 | 29 | ..... | .. | .... | .... | ..... | 28-28 $\frac{1}{2}$ | 20 | 22 |
| 460 | 29 | ..... | .. | .... | .... | ..... | 28-28 $\frac{1}{2}$ | 21 | 22 |
| 470 | 29 | ..... | .. | .... | .... | ..... | 28-28 $\frac{1}{2}$ | 21 | 22 |
| 475 | 29 | ..... | .. | .... | .... | ..... | 28-28 $\frac{1}{2}$ | 21 | 22 |
| 480 | 30 | ..... | .. | .... | .... | ..... | 28-28 $\frac{1}{2}$ -29 | 21 | 22 |
| 490 | 30 | ..... | .. | .... | .... | ..... | 28 $\frac{1}{2}$ -29 | 21 | 23 |
| 500 | 30 | ..... | .. | .... | .... | ..... | 28 $\frac{1}{2}$ -29 | 21 | 23 |
| 510 | 30 | ..... | .. | .... | .... | ..... | 29 | 22 | 23 |
| 520 | 30 | ..... | .. | .... | .... | ..... | 30 | 22 | 23 |
| 525 | 30 | ..... | .. | .... | .... | ..... | 30 | 22 | 24 |
| 530 | 31 | ..... | .. | .... | .... | ..... | 30 | 22 | 24 |
| 540 | 31 | ..... | .. | .... | .... | ..... | 31 | 22 | 24 |
| 550 | 31 | ..... | .. | .... | .... | ..... | 31 | 22 | 24 |
| 560 | 32 | ..... | .. | .... | .... | ..... | 31 | 23 | 24 |
| 570 | .. | ..... | .. | .... | .... | ..... | ..... | 23 | 24 |
| 580 | .. | ..... | .. | .... | .... | ..... | ..... | 23 | 24 |
| 590 | .. | ..... | .. | .... | .... | ..... | ..... | 23 | 24 |
| 600 | .. | ..... | .. | .... | .... | ..... | ..... | 23 | 24 |
| 620 | .. | ..... | .. | .... | .... | ..... | ..... | .. | 25 |
| 640 | .. | ..... | .. | .... | .... | ..... | ..... | .. | 25 |
| 650 | .. | ..... | .. | .... | .... | ..... | ..... | .. | 26 |
| 660 | .. | ..... | .. | .... | .... | ..... | ..... | .. | 26 |
| 680 | .. | ..... | .. | .... | .... | ..... | ..... | .. | 26 |
| 700 | .. | ..... | .. | .... | .... | ..... | ..... | .. | 27 |
| 725 | .. | ..... | .. | .... | .... | ..... | ..... | .. | 27 |

OIL (PETROLEUM), CARLOADS.

The present rates on Oil, as covered by Tariff C. O. 68, were established by the Canadian Railway Commission in Order No. 10356, April 25th, 1910.

The above Order was the result of complaint made by the British American Oil Company of Toronto, Ont., that rates on Oil from that City did not bear a reasonable relationship to the rates from Petrolia.

As near as we can ascertain, Oil was first refined in Canada at London, Ont; our records do not contain tariffs covering the first commodity rates established. We find, however, that in May 1891, tariff Q. V. 4 was issued, covering rates from London and Petrolia, the latter being somewhat higher than London to points East and North of that city. We, therefore, infer that the London rates were established first, and that those from Petrolia were based thereon. Water competition from London via Port Stanley seems to have been an important factor in fixing the rates to points where water competition existed, such as Main Line stations, Hamilton, Toronto and East, these rates representing a greater reduction from the 5th class rates (although not on any fixed percentage) than was the case to stations on the Midland and Northern Divisions, also to points North of the Main Line, Guelph and West.

The Refinery at London was subsequently closed; but commodity rates were continued from Petrolia and, in 1898, were slightly advanced.

There were other refineries established in the vicinity of Petrolia, i.e., Sarnia and Wallaceburg, which came into competition with Oil from that point, and which were given the benefit of a corresponding basis of commodity rates to those from Petrolia (comparison of rates is given below). Oil now moves from Sarnia to Toronto and Montreal by water, at rates which the Railways have not met.

COMPARISON OF RATES ON REFINED OIL, C.L.

RATES IN CENTS PER 100 LBS.

| TO | From London | From Petrolia. | | | | | | |
|-----------------|-------------------------|-------------------------|--------------------------|--------------------------|---------------------------|--------------------------|----------------------------|---------------------------|
| | QV-4, May 4, 1891 | QV-4, May 4, 1891 | GS-3, Oct. 1, 1898 | GS-4, Dec. 8, 1898 | GS-6, June 27, 1900 | CA-21, May 1, 1907 | CO-68, July 10, 1910 | Present Fifth Class |
| Montreal..... | 19 | 21 | 25 | 25 | 24 | 24 | (a) 25 | 29 |
| Brockville..... | 18 | 20 | 23 | 24 | 23 | 23 | 23 | 26 |
| Kingston..... | 17 | 19 | 22 | 22 | 21 | 21 | 21 | 25 |
| Port Hope..... | 16 | 18 | 20 | 20 | 19 | 19 | 19 | 22 |
| Whitby..... | 15 | 17 | 19 | 19 | 18 | 18 | 17 | 20 |
| Toronto..... | 12 | 13 | 15 | 15 | 14 | 14 | 15 | 17 |
| Peterboro..... | 17 | 19 | 21 | 21 | 20 | 20 | 19 | 22 |
| Lindsay..... | 16 | 18 | 21 | 21 | 20 | 20 | 19 | 22 |
| Hamilton..... | 12 | 13 | 14 | 14 | 13 | 14 | 14 | 16 |
| London..... | .. | 8 | 6 | 6 | 5 | 6½ | 8 | 11 |
| Chatham..... | 11 | 12 | 11 | 11 | 10 | 6½ | 8 | 12 |
| Windsor..... | 11 | 12 | 13 | 10 | 9 | 9 | 11 | 15 |
| Guelph..... | 12 | 13 | 14 | 14 | 13 | 13 | 14 | 16 |
| Stratford..... | 10 | 12 | 10 | 10 | 9 | 9 | 10 | 14 |
| Goderich..... | 13 | 14 | 13 | 17 | 16 | 16 | 16 | 15 |
| Palmerston..... | 14 | 15 | 14 | 18 | 17 | 17 | 16 | 16 |
| Hanover..... | 16 | 17 | 17 | 19 | 18 | 18 | 17 | 17 |
| Warton..... | 17 | 18 | 19 | 20 | 19 | 19 | 18 | 18 |
| Barrie..... | 18 | 19 | 20 | 22 | 21 | 21 | 19 | 19 |
| Huntsville..... | 26½ | 27½ | 24 | 25 | 24 | 24 | 21 | 21 |
| North Bay..... | 28 | 30 | 28 | 31 | 30 | 30 | 24 | 24 |

(a)—Present Issue.

PAINTS, OIL (LINSEED), LEAD (WHITE AND RED), AND PUTTY, CARLOADS.

It has been the custom for many years to carry commodity rates from Montreal on the above mentioned articles, the object of same having been to enable the Montreal merchants and manufacturers to compete as against direct importations from Great Britain and Europe, and also to enable the Railway Companies to meet water competition.

After the order of the Board of Railway Commissioners in the International Rate Case had been given effect to, many discrepancies were found in the then existing rates, with the result that a revision took place as covered by Tariff C. A. 66, effective November 21st, 1908. Subsequently, after conference between the interested shippers and the Railway Companies, and by mutual consent, it was arranged to confine the application of the rates to the actual destination points, Tariff C. Y. 26, effective June 20th, 1912, the present rates being the outcome.

For comparison of rates see below.

COMPARISON OF RATES IN CENTS PER 100 LBS. ON PAINTS, OIL (Linseed), LEAD (White and Red), AND PUTTY, C.L.

| From MONTREAL, Que. To | April 1, 1897, to Nov. 4, 1898. | | Nov. 15, 1899, to Nov. 14, 1900. | | E. A. 18, November 15, 1900. | C. Y. 26, June 20, 1912. (Present rates) Straight C.L. |
|----------------------------------|---------------------------------------|---------|--|--------|------------------------------------|---|
| | Winter | Summer. | Winter. | Summer | | |
| Kingston.....Ont. | 15 | 12 | 15 | 14 | 15 | 15 |
| Belleville..... " | 17 | 13 | 17 | 17 | 17 | 17 |
| Peterboro..... " | 17 | 14 | 17 | 17 | 17 | 17 |
| Toronto..... " | 18 | 14 | 18 | 18 | 18 | 18 |
| Hamilton..... " | 20 | 15 | 20 | 19 | 20 | 20 |
| Brantford..... " | 21 | 17 | 21 | 20 | 21 | 21 |
| Guelph..... " | 21 | 17 | 21 | 20 | 21 | 21 |
| Stratford..... " | 22 | 18 | 22 | 21 | 22 | 22 |
| London..... " | 22 | 18 | 22 | 21 | 22 | 22 |
| Sarnia..... " | 26 | 23 | 26 | 24 | 26 | 26 |
| Chatham..... " | 26 | 22 | 26 | 24 | 26 | 26 |
| Windsor..... " | 27 | 23 | 27 | 25 | 27 | 27 |
| Owen Sound..... " | 27 | 23 | 27 | 25 | 27 | 27 |
| Collingwood..... " | 27 | 25 | 27 | 25 | 27 | 26 |

PAPER (BUILDING, PRINTING, ROOFING AND WRAPPING).

The first tariffs covering special commodity rates on paper, of which we have record, are those of 1897; prior to that time special rate advices were issued from points at which these articles of paper were manufactured, for the purpose of assisting the development of the industry in Canada. In 1897, these special rates were consolidated into special tariffs for which there was no particular basis, rates having been made more with regard to trade conditions than to mileage. This method resulted in producing certain inconsistencies (comparison of rates follow).

The class rates at this time (1897), were not on a uniform basis, and until they were so made, it was impossible to adopt a scientific basis for rates on paper. The general revision of class rates on January 1st, 1908, in accordance with order of the Board of Railway Commissioners, No. 3258, caused a review of the tariff rates on paper, but after consideration of the trade competition, it was felt that to revert to the new class rate basis would prove a hardship upon the trade, which had grown up under former rate conditions, and, therefore, a compromise basis was generally adopted, viz.:—4th class Less Carloads, and 75% of 5th class Carloads, except that from Montreal to Toronto and points west thereof, Ottawa rates were used as a maximum, and applied in the reverse direction from shipping points named in the tariff. These rates were applied only from manufacturing points.

COMPARISON OF RATES ON PAPER (BUILDING, PRINTING, ROOFING AND WRAPPING). IN CENTS PER 100 LBS.

| Point of Origin, Tariff Reference and Effective Date | TO THE FOLLOWING STATIONS. | | | | | | | | | | | | | | | | | | | | | |
|---|----------------------------|----------------|--------------|------------------|----------------|------------------|-----------------|---------------|----------------|----------------------|-----------------|--------------|---------------|---------------|--------------|-----------------|--------------|----------------|---------------|-----------------|------------------|--------------|
| | Sherbrooke, Que. | Montreal, Que. | Ottawa, Ont. | Brockville, Ont. | Kingston, Ont. | Belleville, Ont. | Peterboro, Ont. | Toronto, Ont. | Hamilton, Ont. | St. Catharines, Ont. | Brantford, Ont. | London, Ont. | Chatham, Ont. | Windsor, Ont. | Guelph, Ont. | Stratford, Ont. | Sarnia, Ont. | Goderich, Ont. | Wingham, Ont. | Walkerton, Ont. | Owen Sound, Ont. | Barrie, Ont. |
| Windsor Mills, Que. | | | | | | | | | | | | | | | | | | | | | | |
| Distance in miles..... | 15 | 87 | 204 | 213 | 260 | 308 | 371 | 421 | 460 | 486 | 481 | 536 | 600 | 646 | 470 | 510 | 593 | 555 | 552 | 540 | 583 | 459 |
| G.B. X. 1 | {L.C.L. | .. | 13 | 16 | 18 | 21 | 23 | 23 | 25½ | 28 | 28 | 30½ | 36 | 38 | 28 | 30½ | 36 | 36 | 38 | 38 | 38 | 36 |
| Nov. 15/97 | {C.L.... | .. | 10 | 12 | 12 | 14 | 17 | 17 | 19½ | 22 | 22 | 22 | 26 | 27 | 22 | 22 | 26 | 26 | 27 | 27 | 27 | 26 |
| G.B.X. 8 | {L.C.L. | .. | 13 | 18 | 20 | 23 | 25 | 25 | 27½ | 30 | 30 | 32½ | 38 | 40 | 30 | 32½ | 38 | 38 | 40 | 40 | 40 | 38 |
| May 30/05 | {C.L.... | .. | 10 | 13 | 13 | 15 | 18 | 18 | 20½ | 23 | 23 | 23 | 27 | 28 | 23 | 23 | 27 | 27 | 28 | 28 | 28 | 27 |
| C. P. 57 | {L.C.L. | 10 | 19 | 24 | 24 | 25 | 29 | 31 | 34 | 35 | 36 | 39 | 41 | 41 | 35 | 38 | 41 | 40 | 40 | 40 | 41 | 35 |
| July 15/10 | {C.L.... | 5 | 9 | 14 | 14 | 15½ | 17 | 18 | 19½ | .. | 21 | 22½ | 24 | 24 | 20 | 21½ | .. | .. | .. | .. | .. | .. |
| Montreal, Que. | | | | | | | | | | | | | | | | | | | | | | |
| Distance in miles..... | 102 | .... | 117 | 126 | 174 | 221 | 284 | 334 | 373 | 399 | 394 | 449 | 514 | 559 | 383 | 423 | 506 | 468 | *459 | 454 | *461 | 372 |
| G.B.X. 1 | {L.C.L. | 21 | .. | 13 | 15 | 18 | 20 | 20 | 22½ | 25 | 25 | 27½ | 33 | 35 | 25 | 27½ | 33 | 33 | 35 | 35 | 35 | 33 |
| Nov. 15/97 | {C.L.... | 15 | .. | 10 | 10 | 12 | 15 | 15 | 17½ | 20 | 20 | 20 | 24 | 25 | 20 | 20 | 24 | 24 | 25 | 25 | 25 | 24 |
| G.B.X. 8 | {L.C.L. | 21 | .. | 13 | 15 | 18 | 20 | 20 | 22½ | 25 | 25 | 27½ | 33 | 35 | 25 | 27½ | 33 | 33 | 35 | 35 | 35 | 33 |
| May 30/05 | {C.L.... | 15 | .. | 10 | 10 | 12 | 15 | 15 | 17½ | 20 | 20 | 20 | 24 | 25 | 20 | 20 | 24 | 24 | 25 | 25 | 25 | 24 |
| C.P. 57 | {L.C.L. | 19 | .. | 20 | 20 | 23 | 24 | 26 | 29 | 30 | 31 | 34 | 36 | 36 | 30 | 33 | 36 | 35 | 35 | 35 | 36 | 30 |
| July 15/10. | {C.L.... | 11 | .. | 10 | 12 | 13½ | 14 | 15 | 16½ | .. | 18 | 19½ | 21 | 21 | 17 | 18½ | .. | .. | .. | .. | .. | .. |
| Campbellford, Ont. | | | | | | | | | | | | | | | | | | | | | | |
| Distance in miles..... | 350 | 252 | 292 | 126 | 81 | 31 | 33 | 124 | 163 | 189 | 184 | 235 | 300 | 345 | 173 | 213 | 296 | 258 | 255 | 244 | 288 | 120 |
| G.B.X. 2 | {L.G.L. | 32 | 20 | 20 | 17 | .. | 17 | 18 | 20 | 24 | 20 | 27 | 32 | 35 | 20 | 27 | 32 | 32 | 35 | 35 | 35 | 27 |
| Nov. 15/97 | {C.L.... | 21 | 15 | 15 | 11 | .. | 11 | 12 | 15 | 16 | 15 | 18 | 21 | 23 | 15 | 18 | 21 | 21 | 23 | 23 | 23 | 18 |
| G.B.X. 8 | {L.C.L. | .. | 20 | 20 | 17 | .. | 17 | 18 | 20 | 24 | 20 | 27 | 32 | 35 | 20 | 27 | 32 | 32 | 35 | 35 | 35 | 27 |
| May 30/05 | {C.L.... | .. | 15 | 15 | 11 | .. | 11 | 12 | 15 | 16 | 15 | 18 | 21 | 23 | 15 | 18 | 21 | 21 | 23 | 23 | 23 | 18 |
| C.P. 57 | {L.C.L. | 30 | 25 | 26 | 16 | 11 | 11 | 20 | 21 | 23 | 24 | 26 | 29 | 29 | 23 | 25 | 29 | 28 | 28 | 28 | 29 | 20 |
| July 15/10 | {C.L.... | 18 | 15 | 13½ | 9½ | 6½ | 6½ | 12 | 12½ | .. | 14 | 15½ | 17 | 17 | 13½ | 15 | .. | .. | .. | .. | .. | .. |

* Short line Mileage.

Figures in last column are present rates, continued in Tariff C. P. 92, C. R. C. E. 2539, effective June 3rd, 1912.

COMPARISON OF RATES ON PAPER (BUILDING, PRINTING, ROOFING AND WRAPPING).

IN CENTS PER 100 LBS.

| Point of Origin, Tariff Reference and Effective Date. | TO THE FOLLOWING STATIONS. | | | | | | | | | | | | | | | | | | | |
|--|----------------------------|----------------|--------------|------------------|----------------|------------------|-----------------|---------------|----------------|----------------------|-----------------|--------------|---------------|---------------|--------------|-----------------|--------------|----------------|---------------|-----------------|
| | Sherbrooke, Que. | Montreal, Que. | Ottawa, Ont. | Brockville, Ont. | Kingston, Ont. | Belleville, Ont. | Peterboro, Ont. | Toronto, Ont. | Hamilton, Ont. | St. Catharines, Ont. | Brantford, Ont. | London, Ont. | Chatham, Ont. | Windsor, Ont. | Guelph, Ont. | Stratford, Ont. | Sarnia, Ont. | Goderich, Ont. | Wingham, Ont. | Walkerton, Ont. |
| Toronto, Ont. | | | | | | | | | | | | | | | | | | | | |
| Distance in miles..... | 433 | 334 | *250 | 209 | 164 | 114 | *77 | .. | 39 | 65 | 60 | 111 | 176 | 221 | 49 | 89 | 172 | 134 | 119 | 120 |
| G.B.X. 2 | {L.C.L. | 34 | 22 | 22 | 20 | 20 | 15 | .. | 13 | .. | 17 | 18 | 21 | 24 | 14 | .. | 21 | .. | 22 | .. |
| Nov. 15/97 | {C.L.... | 22 | 17 | 17 | 15 | 15 | 12 | .. | 10 | .. | .. | 15 | 18 | 20 | 12 | .. | 18 | .. | 17 | .. |
| G.B.X. 8 | {L.C.L. | .. | 20 | 20 | 20 | 20 | 15 | .. | 13 | 15 | 17 | 18 | 21 | 24 | 14 | .. | 21 | .. | 22 | .. |
| May 30/05 | {C.L.... | .. | 15 | 15 | 15 | 15 | 12 | .. | 10 | 10 | 14 | 15 | 18 | 20 | 12 | .. | 18 | .. | 17 | .. |
| C.P. 57 | {L.C.L. | 33 | 28 | 25 | 24 | 21 | 16 | .. | 11 | 15 | 14 | 20 | 23 | 23 | 13 | 18 | 23 | 20 | 20 | 20 |
| July 15/10 | {C.L.... | 18 | 15 | 15 | 14 | 12½ | 9½ | .. | 6½ | .. | 8 | 12 | 13½ | 13½ | 7½ | 10½ | .. | .. | .. | .. |
| Georgetown, Ont. | | | | | | | | | | | | | | | | | | | | |
| Distance in miles..... | 462 | 363 | 405 | 237 | 193 | 143 | 121 | 30 | 33 | 59 | 53 | 92 | 157 | 202 | 20 | 70 | 143 | 115 | 102 | 90 |
| G.B.X. 3 | {L.C.L. | 34 | 22½ | 22½ | 20 | 20 | 18 | 12 | .. | .. | .. | 16 | 19 | 22 | .. | .. | 19 | .. | .. | .. |
| Nov. 15/97 | {C.L.... | 22 | 17½ | 17½ | 16 | 16 | 15 | 8 | .. | .. | .. | 13 | 15 | 17 | .. | .. | 15 | .. | .. | .. |
| G.B.X. 8 | {L.C.L. | .. | 22½ | 22½ | 20 | 18 | 18 | 9 | 13 | 15 | 15 | 16 | 19 | 22 | .. | 16 | 19 | 19 | 22 | 22 |
| May 30/05 | {C.L.... | .. | 17½ | 17½ | 16 | 14 | 14 | 8 | 9 | .. | .. | 13 | 15 | 17 | .. | 12 | 15 | 15 | 17 | .. |
| C.P. 57 | {L.C.L. | 34 | 29 | 28 | 25 | 24 | 21 | 10 | 11 | 14 | 14 | 18 | 21 | 23 | 9 | 14 | 21 | 20 | 18 | 20 |
| July 15/10 | {C.L.... | 19½ | 16½ | 16½ | 15 | 14 | 12½ | 6 | 6½ | .. | 8 | 10½ | 12½ | 13½ | 5 | 8 | .. | .. | .. | .. |
| Merritton, Ont. | | | | | | | | | | | | | | | | | | | | |
| Distance in miles..... | 500 | 401 | 443 | 276 | 231 | 181 | 159 | 68 | 35 | 3 | 59 | 111 | 175 | 221 | 82 | 95 | 171 | 140 | 153 | 150 |
| G.B.X. 4 | {L.C.L. | 34 | 22½ | 22½ | 22 | 22 | 22 | 15 | 13 | .. | 18 | 20 | 23 | 26 | 18 | 20 | 23 | 23 | 26 | 26 |
| Nov. 15/97 | {C.L.... | 22 | 17½ | 17½ | 17 | 17 | 17 | 10 | 9 | .. | 12 | 13 | 17 | 19 | 12 | 13 | 17 | 17 | 19 | 19 |
| G.B.X. 8 | {L.C.L. | .. | 22½ | 22½ | 22 | 22 | 22 | 15 | 13 | .. | 18 | 20 | 23 | 26 | 18 | 20 | 23 | 23 | 26 | 26 |
| May 30/05 | {C.L.... | .. | 17½ | 17½ | 17 | 17 | 17 | 10 | 9 | .. | 12 | 13 | 17 | 19 | 12 | 13 | 17 | 17 | 19 | 19 |
| C.P. 57 | {L.C.L. | 35 | 30 | 29 | 26 | 25 | 23 | 15 | 11 | 5 | 14 | 19 | 23 | 23 | 16 | 18 | 23 | 20 | 21 | 21 |
| July 15/10 | {C.L.... | 20 | 17 | 17 | 15½ | 15 | 13½ | 9 | 6½ | .. | 8 | 11 | 13½ | 13½ | 10½ | 11 | .. | .. | .. | .. |

* Short Line Mileage.

Figures in last column are present rates, continued in Tariff C. P. 92, C. R. C. E. 2539, effective June 3rd, 1912.

PIG IRON, CARLOADS.

The present rates on pig iron are the direct result of water competition from Montreal. In the earlier years, special rates were carried from Montreal, and applied on shipments brought to that City by vessel, also on traffic ex Radnor Forges, Que. These rates had to be low as against import rates on pig iron handled under through bills of lading which rates were kept down by water competition and rates from other Atlantic seaboard ports. The following comparison shows the variations in the rates from Montreal, both local and import.

When furnaces were started at Hamilton, sometime prior to 1896, and at Midland about 1900, to assist these Canadian industries, rates were made therefrom to the principal points of consumption which would as nearly as possible meet the Montreal competition, with the result that mileage in many cases was ignored and some inconsistencies crept in (see Exhibit on page 25 demonstrating this).

On July 6th, 1904, in order to as far as possible place the various furnaces on relatively an equal basis, distance considered, and at the same time secure a proper share of the traffic for the rail carriers as against water a low mileage scale was adopted (see page 25) which, with some slight variations, is the basis for the present pig iron tariffs.

The present Montreal rates also apply from Montreal Wharf on imported pig iron, 40 cents per ton, being added to cover cost of handling on the wharf, with a maximum rate of \$3.00 per gross ton to Windsor, Ont., and intermediate points.

COMPARISON OF RATES ON PIG IRON, CARLOADS.

PER TON OF 2240 LBS.

| TARIFF REFERENCE AND EFFECTIVE DATE | | FROM MONTREAL, QUE., TO | | | | | | | | | | |
|--|-----------------------------|-------------------------------|-----------------------------|-------------------------------|----------------------------|----------------------------|-----------------------------|------------------------------|---------------------------|----------------------------|----------------------------|---------------------------|
| | | Brockville, Ont. 126 miles | Kingston, Ont. 176 miles | Bellefleur, Ont. 221 miles | Cobourg, Ont. 264 miles | Toronto, Ont. 334 miles | Hamilton, Ont. 373 miles | Brantford, Ont. 393 miles | London, Ont. 445 miles | Chatham, Ont. 510 miles | Windsor, Ont. 555 miles | Warton, Ont. 496 miles |
| Import rates including handling on wharf. | G.D. 1—April 5/87..... | \$ 1.34 | \$ 1.79 | \$ 2.02 | \$ 2.02 | \$ 2.02 | \$ 2.24 | \$ 2.24 | \$ 2.46 | \$. . . | \$. . . | \$ 2.91 |
| | G.D. 2—May 1/88..... | 1.34 | 1.34 | 1.34 | 1.57 | 1.75 | 1.79 | 2.02 | 2.02 | 2.46 | 2.46 | 2.46 |
| | G.D. 6—May 1/89..... | 1.34 | 1.34 | 1.34 | 1.57 | 1.75 | 1.79 | 1.79 | 2.02 | 2.46 | 2.46 | 2.46 |
| | G.D. 14—May 1/91..... | 1.68 | 1.68 | 1.90 | 1.90 | 1.90 | 2.24 | 2.24 | 2.46 | 3.02 | 3.02 | 3.02 |
| | G.D. 21—May 1/93..... | 1.90 | 2.02 | 2.02 | 2.13 | 2.13 | 2.46 | 2.46 | 2.69 | 3.36 | 3.36 | 3.36 |
| | G.D. 27—May 1/96..... | 1.70 | 1.80 | 1.80 | 1.90 | 1.90 | 2.20 | 2.20 | 2.40 | 3.00 | 3.00 | 3.00 |
| | G.D. 37—May 1/00..... | 1.90 | 2.20 | 2.20 | 2.50 | 2.50 | 2.70 | 2.70 | 3.00 | 3.20 | 3.20 | 3.20 |
| | G.D. 48—May 1/03..... | 1.90 | 2.20 | 2.20 | 2.50 | 2.50 | 2.70 | 2.70 | 2.88 | 2.88 | 2.88 | 3.20 |
| | G.D. 53—May 1/04..... | 1.90 | 2.20 | 2.20 | 2.50 | 2.50 | 2.70 | 2.70 | 3.00 | 3.00 | 3.00 | 3.20 |
| | (a) G.F. 35—May 1/05..... | 1.60 | 1.90 | 2.10 | 2.20 | 2.30 | 2.40 | 2.40 | 2.65 | 3.00 | 3.00 | 2.90 |
| | | | | | | | | | | | | |
| Local rates exclusive of handling. | (G. 28/1776—Nov. 15/98..... | 1.40 | 1.75 | 2.00 | 2.00 | 2.00 | 2.00 | 2.25 | 2.50 | 3.00 | 3.00 | .... |
| | G.K. 1—Nov. 15/00..... | 1.40 | 1.75 | 2.00 | 2.00 | 2.00 | 2.25 | 2.25 | 2.50 | 3.00 | 3.00 | .... |
| | (b) G.A.A. 3—July 6/04..... | 1.20 | 1.50 | 1.70 | 1.80 | 1.90 | 2.00 | 2.00 | 2.25 | 2.75 | 3.00 | 2.50 |
| Present mileage scale (not published as such)..... | | 1.35 | 1.60 | 1.70 | 1.80 | 1.90 | 2.00 | 2.00 | 2.25 | 2.75 | 3.00 | 2.50 |

(a) Present basis now covered by G.T. Tariff I. 120, C.R.C. No. E. 2502, April 20, 1912.

(b) " " " " " " C.I. 137, C.R.C. No. E. 2499, March 18, 1912.

COMPARISON OF RATES PER GROSS TON ON PIG IRON, C.L.
IN EFFECT PRIOR TO ADOPTION OF MILEAGE SCALE OF JULY, 1904.

| Miles | From HAMILTON, ONT. To | Rate | Miles | From MIDLAND, ONT. To | Rate |
|-------|------------------------------|-------|-------|-----------------------------|-------|
| | | \$ c. | | | \$ c. |
| 21 | St. George.....Ont. | 1.00 | 28 | Coldwater.....Ont. | .70 |
| 32 | St. Catharines....." | .75 | 34 | Orillia....." | .90 |
| 31 | Galt....." | 1.10 | | | |
| 34 | Swansea....." | .85 | | | |
| 60 | Stratford....." | 1.20 | 56 | Barrie....." | 1.10 |
| 59 | Elora....." | 1.35 | 60 | Lorneville Jct....." | 1.10 |
| 56 | Ingersoll....." | 1.15 | 59 | Gravenhurst....." | 1.10 |
| 70 | Aurora....." | 1.35 | 79 | Bradford....." | 1.45 |
| 76 | London....." | 1.20 | 76 | Lindsay....." | 1.40 |
| 76 | Alliston....." | 1.50 | 70 | Bracebridge....." | 1.25 |
| 106 | Goderich....." | 1.50 | 115 | Georgetown....." | 1.50 |
| 108 | Cobourg....." | 1.70 | 102 | Peterboro....." | 1.45 |
| 96 | Barrie....." | 1.40 | 93 | Huntsville....." | 1.45 |
| 87 | Listowel....." | 1.60 | 85 | Newmarket....." | 1.45 |
| 127 | Petrolia....." | 1.50 | 134 | Haliburton....." | 1.70 |
| 131 | Meaford....." | 1.60 | 121 | Pt. Hope....." | 1.70 |
| 148 | Southampton....." | 1.60 | 148 | Hamilton....." | 1.60 |
| 153 | Belleville....." | 1.75 | 148 | Berlin....." | 1.60 |

Above rates are shown in tariff C. I. 137, effective March 18th, 1912.

**MILEAGE BASIS USED IN THE CONSTRUCTION OF PRESENT TARIFFS ON
 PIG IRON, C.L.**

| | |
|---|---|
| Not over 10 miles.....\$.50 per gross ton. | Over 200 to 250 miles.....\$1.70 per gross ton. |
| Over 10 to 25 miles..... .75 " " " | " 250 " 300 " 1.80 " " " |
| " 25 " 50 "85 " " " | " 300 " 350 " 1.90 " " " |
| " 50 " 75 " 1.00 " " " | " 350 " 400 " 2.00 " " " |
| " 75 " 100 " 1.10 " " " | " 400 " 450 " 2.25 " " " |
| " 100 " 125 " 1.20 " " " | " 450 " 500 " 2.50 " " " |
| " 125 " 150 " 1.35 " " " | " 500 " 550 " 2.75 " " " |
| " 150 " 175 " 1.50 " " " | " 550 " 600 " 3.00 " " " |
| " 175 " 200 " 1.60 " " " | |

SALT, CARLOADS.

The prevailing factors in the making of the present salt rates were as follows:—

1. Import competition from Great Britain.
2. Water competition.
3. Competition from Unites States wells.

There were heavy importations of salt from Great Britain, more particularly when the present rates from Canadian wells were first established, salt being carried by the ocean vessels at exceedingly low rates. The records also indicate that the Railway Companies were forced to carry extremely low rates in competition with water from Montreal to water points on import salt. It, therefore, was necessary, in order to protect the Canadian industry, for the Railway Companies to establish low commodity rates on salt from the wells operating in Western Ontario. In addition thereto, the question of water competition from Goderich, Sarnia and Windsor had a bearing on the existing rates from the Ontario wells. Comparisons of rates follow.

COMPARISON OF RATES IN CENTS PER 100 LBS. IMPORT SALT, CARLOADS.

| FROM MONTREAL WHARF | TARIFF REFERENCE AND EFFECTIVE DATE. | | | | | | | | | | | | |
|---------------------------|--------------------------------------|--------------------|--------------------|---------------------|---------------------|---------------------|---------------------|---------------------|---------------------|----------------------|-------------------|-------------------|-------------------|
| | G.D. 1 April 5/87 | G.D. 2 May 1/88 | G.D. 6 May 1/89 | G.D. 14 May 1/91 | G.D. 21 May 1/93 | G.D. 25 May 1/99 | G.D. 37 May 1/00 | G.D. 48 May 1/03 | G.D. 53 May 1/04 | G. F. 35 May 1/05 | I. 14 May 1/07 | I. 39 May 1/08 | I. 63 May 1/09 |
| Ottawa..... Ont. | .. | 6 | 6 | 7 $\frac{1}{2}$ | 8 $\frac{1}{2}$ | 8 $\frac{1}{2}$ | 9 $\frac{1}{2}$ | 9 $\frac{1}{2}$ | 9 $\frac{1}{2}$ | 8 | 8 | 8 | 8 |
| Brockville..... " | 6 | 6 | 6 | 7 $\frac{1}{2}$ | 8 $\frac{1}{2}$ | 8 $\frac{1}{2}$ | 9 $\frac{1}{2}$ | 9 $\frac{1}{2}$ | 9 $\frac{1}{2}$ | 9 | 9 | 9 | 9 |
| Kingston..... " | 8 | 6 | 6 | 7 $\frac{1}{2}$ | 9 | 9 | 11 | 11 | 11 | 10 | 10 | 10 | 10 |
| Peterboro..... " | 9 | 7 | 7 | 8 $\frac{1}{2}$ | 9 $\frac{1}{2}$ | 9 $\frac{1}{2}$ | 12 $\frac{1}{2}$ | 11 | 12 | 10 | 12 | 14 | 13 |
| Toronto..... " | 9 | 7 | 7 | 8 $\frac{1}{2}$ | 9 $\frac{1}{2}$ | 9 $\frac{1}{2}$ | 12 $\frac{1}{2}$ | 11 | 12 | 10 | 12 | 14 | 13 |
| Hamilton..... " | 10 | 8 | 8 | 10 | 11 | 11 | 13 $\frac{1}{2}$ | 11 | 12 | 10 | 12 | 15 | 13 |
| St. Catharines..... " | 10 | 8 | 8 | 10 | 11 | 11 | 13 $\frac{1}{2}$ | 11 | 12 | 10 | 12 | 15 | 13 |
| Brantford..... " | 10 | 9 | 8 | 10 | 11 | 11 | 13 $\frac{1}{2}$ | 11 | 12 | 10 | 12 | 15 | 13 |
| Ingersoll..... " | 11 | 9 | 9 | 11 | 11 | 12 | 15 | 11 | 12 | 10 | 12 | 15 | 13 |
| London..... " | 11 | 9 | 9 | 12 | 12 | 12 | 15 | 11 | 12 | 10 | 12 | 15 | 13 |
| Petrolia..... " | .. | 11 | 11 | 13 $\frac{1}{2}$ | 15 | 15 | 15 | 11 | 12 | 10 | 12 | 15 | 13 |
| Chatham..... " | .. | 11 | 11 | 13 $\frac{1}{2}$ | 15 | 15 | 15 | 11 | 12 | 10 | 12 | 15 | 13 |
| Stratford..... " | 11 | 9 | 9 | 11 | 12 | 11 | 13 $\frac{1}{2}$ | 11 | 12 | 10 | 12 | 15 | 13 |
| Palmerston..... " | .. | 11 | 11 | 13 $\frac{1}{2}$ | 15 | 15 | 16 | 16 | 16 | 17 | 17 | 17 | 17 |
| Harriston..... " | .. | 11 | 11 | 13 $\frac{1}{2}$ | 15 | 15 | 16 | 16 | 16 | 17 | 17 | 17 | 17 |
| Warton..... " | 13 | 11 | 11 | 13 $\frac{1}{2}$ | 15 | 15 | 16 | 16 | 16 | 17 | 17 | 17 | 17 |
| Collingwood..... " | .. | 11 | 11 | 13 $\frac{1}{2}$ | 15 | 15 | 16 | 16 | 16 | 17 | 17 | 17 | 17 |
| Huntsville..... " | .. | 19 | 19 | 23 | 25 | 15 | 21 | 21 | 21 | 17 | 17 | 17 | 17 |

Rates in last column are present rates continued in Tariff I. 120.

COMPARISON OF RATES IN CENTS PER 100 LBS. ON SALT, CARLOADS.

| TO | From Sarnia. | | | From Goderich. | | | From Windsor. | | |
|-----------------------|-------------------------------------|--|----------------------------|-------------------------------------|--|----------------------------|---------------------------------------|--|----------------------------|
| | Sup. 1 G.U. 1 Dec. 6, 1890 | G.A.P. 4 & Sups. Sept. 20, 1901 to 1904 * | C.S. 13 June 1, 1909 | Sup. 1 G.U. 1 Dec. 6, 1890 | G.A.P. 4 & Sups. Sept. 20, 1901 to 1904 * | C.S. 13 June 1, 1909 | Sup. 1 G.A.P. 2 May 14, 1894 | G.A.P. 4 & Sups. Sept. 20, 1901 to 1904 * | C.S. 13 June 1, 1909 |
| Montreal..... Que. | 17 | 15 | 15 | 17 | 15 | 15 | 17 | 15 | 15 |
| Ottawa..... Ont. | 17 | 15 | 15 | 17 | 15 | 15 | 17 | 15 | 15 |
| Brockville, Ont. | Winter.. | 15 | 15 | 15 | 15 | 15 | 15 | 15 | 15 |
| | Summer.. | .. | 13 | .. | 13 | 14 | .. | 13 | 14 |
| Kingston, Ont. | Winter... | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 |
| | Summer.. | .. | 11 | .. | 11 | 12 | .. | 11 | 12 |
| Peterboro..... Ont. | 12½ | 12½ | 12½ | 12½ | 12½ | 12½ | 13 | 13 | 12½ |
| Toronto..... " | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 |
| Hamilton..... " | 9 | 9 | 9 | 9 | 9 | 9 | 9 | 9 | 9 |
| St. Catharines..... " | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 |
| Brantford..... " | 8 | 8 | 8 | 8 | 8 | 8 | 8 | 8 | 8 |
| Ingersoll..... " | 7½ | 7 | 7 | 7½ | 7 | 7 | 7½ | 7 | 7 |
| London..... " | 7 | 6 | 7 | 7 | 7 | 7 | 7 | 6 | 7 |
| Petrolia..... " | 7½ | 5 | 5 | 7½ | 5 | 7½ | 8 | 6 | 7½ |
| Chatham..... " | 8 | 5 | 6 | 8 | 5 | 8 | 5 | 6 | 5 |
| Stratford..... " | 7 | 7 | 7 | 7 | 6 | 7 | 8 | 8 | 8 |
| Palmerston..... " | 7 | 7 | 9 | 7 | 7 | 7 | 9 | 9 | 9 |
| Harriston..... " | 7 | 6 | 9 | 7 | 6 | 8 | 9 | 6 | 9 |
| Warton, Ont. | Winter.... | 9 | 9 | 9 | 9 | 10 | 10 | 10 | 10 |
| | Summer... | .. | .. | .. | 6 | 7 | .. | .. | 7 |
| Collingwood, Ont. | Winter.. | 11 | 11 | 11 | 11 | 11 | 12 | 12 | 12 |
| | Summer.. | .. | .. | .. | 7 | 8 | .. | .. | 8 |
| Huntsville..... Ont. | 15 | 15 | 15 | 15 | 15 | 15 | 15 | 15 | 15 |

*Date of original tariff and last supplement.
Figures in last columns are present rates.

SUGAR, CARLOADS.

At the present time sugar is refined in Eastern Canada at the following points:—

Dartmouth, N.S.
Halifax, N.S.

Montreal, Que.

Wallaceburg, Ont.
Berlin, Ont.

Special commodity rates have been established only from these points, under the following conditions:

Prior to the opening of refineries at Montreal, sugar was brought in from the United States and Europe, the latter for the most part coming via Montreal, and low commodity rates were established from Montreal in competition with water. When refineries commenced operations in Montreal, it was also necessary to provide rates which would enable them to compete with import sugar, water competition playing a very important part in fixing these rates. Comparisons of rates on this page and the following show the fluctuations in import and local rates from Montreal.

Up to 1902, the railways carried one basis of rates in winter and another (lower) in summer when water competition was effective. In that year the winter rates were reduced to practically a level with the summer rates and were continued uniformly throughout the year. This was done in an attempt to control the movement for the rail carriers against water, and in order to more evenly distribute the movement throughout the year. This method has been followed since.

The rates from Montreal having been fixed, the rates from Halifax and Dartmouth were made by the addition of an arbitrary rate of 10 cents per 100 lbs., mileage not being a factor, water competition, Halifax and Dartmouth to Montreal as well as the necessity to some extent of equalizing trade conditions, determining that figure.

The refineries at Wallaceburg and Berlin were established some time afterwards and came in direct competition with Montreal and Halifax. It was therefore necessary to make rates which would be relative with Montreal. These low rates were furthermore made necessary in view of the water competition at Wallaceburg.

COMPARISON OF RATES IN CENTS PER 100 LBS., ON IMPORT SUGAR, C.L.

| From Montreal Wharf To | GD-1 April 5 1887 | GD-2 May 1 1888 | GD-6 May 1 1889 | GD-14 May 1 1891 | GD-21 May 1 1893 | GD-35 May 1 1899 | GD-37 May 1 1900 | GF-35 May 1 1905 | Sup. 1 to I-14 May 1 1907 | I-120 April 20 1912 |
|------------------------------|-------------------------|-----------------------|-----------------------|------------------------|------------------------|------------------------|------------------------|------------------------|------------------------------------|---------------------------|
| Cornwall..Ont. | 7 | 7 | 7 | 8½ | 9½ | 9½ | 11 | 10 | 10 | 10 |
| Brockville. " | 7 | 7 | 7 | 8½ | 9½ | 9½ | 11 | 12 | 12 | 12 |
| Kingston.. " | 9 | 8 | 8 | 10 | 11 | 11 | 12 | 13 | 13 | 13 |
| Belleville.. " | 10 | 8 | 8 | 10 | 11 | 11 | 12 | 14 | 14 | 14 |
| Pt. Hope.. " | 10 | 9 | 9 | 11 | 12½ | 12½ | 13½ | 16 | 16 | 16 |
| Peterboro. " | 10 | 9 | 9 | 11 | 12½ | 12½ | 13½ | 16 | 16 | 16 |
| Lindsay... " | 12 | 9 | 9 | 11 | 12½ | 12½ | 13½ | 16 | 16 | 16 |
| Toronto... " | 10 | 9 | 9 | 11 | 12½ | 12½ | 13½ | 16 | 16 | 16 |
| Hamilton.. " | 11 | 10 | 10 | 12 | 13½ | 13½ | 15 | 17 | 17 | 17 |
| St.Catharines" | 11 | 10 | 10 | 12 | 13½ | 13½ | 15 | 17 | 17 | 17 |
| Brantford.. " | 11 | 11 | 10 | 12 | 13½ | 13½ | 15 | 17 | 17 | 17 |
| London ... " | 12 | 11 | 11 | 13½ | 15 | 15 | 16 | 18 | 17 | 17 |
| Sarnia " | 13 | 12 | 12 | 14½ | 16 | 16 | 18 | 20 | 17 | 17 |
| Chatham... " | .. | 12 | 12 | 14½ | 16 | 16 | 19 | 20 | 17 | 17 |
| Windsor... " | .. | 12 | 12 | 14½ | 16 | 16 | 19 | 20 | 17 | 17 |
| Goderich.. " | 13 | 12 | 12 | 14½ | 16 | 16 | 19 | 20 | 20 | 20 |
| Warton... " | 15 | 12 | 12 | 14½ | 16 | 16 | 19 | 20 | 20 | 20 |
| Collingwood " | .. | 12 | 12 | 14½ | 16 | 16 | 19 | 19 | 19 | 19 |
| Bracebridge " | .. | 20 | 20 | 24 | 26 | 21 | 28½ | 20 | 20 | 20 |
| North Bay. " | .. | 24 | 24 | 29 | 31 | 25 | 30 | 23 | 23 | 24 |

Figures in last column are the present rates.

COMPARISON OF LOCAL RATES IN CENTS PER 100 LBS. ON SUGAR, C.L.

| FROM MONTREAL, QUE., TO | | G.A.A. 1 Feb. 15, 1889 | G.A.A. 2 April 1, 1889 | G.A.A. 3 April 15, 1889 | G.A.A. 4 June 10, 1889 | G.A.A. 6 Nov. 1, 1890 | G.A.A. 7 May 15, 1890 | Sup. 2, E.A. 1 Nov. 14, 1892 | Sup. 2, E.A. 3 Nov. 15, 1893 | Sup. 2, E.A. 4 April 2, 1894 | Sup. 2, E.A. 5 Nov. 15, 1894 | Sup. 2, E.A. 6 April 1, 1895 | Sup. 2, E.A. 7 Nov. 1, 1895 | Sup. A, E.A. 8 April 1, 1896 |
|-------------------------------|------|---------------------------|---------------------------|----------------------------|---------------------------|--------------------------|--------------------------|---------------------------------|---------------------------------|---------------------------------|---------------------------------|---------------------------------|--------------------------------|---------------------------------|
| | | | | | | | | W | W | S | W | S | W | S |
| Cornwall..... | Ont. | 8 | 8 | 8 | 8 | 8 | . | 11 | 11 | 10 | 11 | 10 | 11 | 8 |
| Brockville..... | " | 10 | 11 | 11 | 8 | 8 | 9 | 13 | 13 | 11 | 13 | 11 | 13 | 8 |
| Kingston..... | " | 11 | 11 | 11 | 9 | 9 | 10 | 14 | 14 | 12 | 14 | 12 | 14 | 10 |
| Belleville..... | " | 12 | 12 | 12 | 11 | 11 | 12 | 15 | 15 | 13 | 15 | 13 | 15 | 10 |
| Port Hope..... | " | 14 | 14 | 14 | 11 | 11 | 12 | 15 | 15 | 14 | 15 | 14 | 15 | 10 |
| Peterboro..... | " | 14 | 14 | 14 | 14 | 15 | . | 15 | 15 | 15 | 15 | 14 | 15 | 14 |
| Lindsay..... | " | 14 | 14 | 14 | 14 | 15 | . | 15 | 17 | 16 | 17 | 14 | 17 | 14 |
| Toronto..... | " | 14 | 14 | 14 | 11 | 11 | 12 | 15 | 15 | 14 | 15 | 14 | 15 | 10 |
| Hamilton..... | " | 15 | 15 | 15 | 11 | 12 | 13 | 16 | 16 | 15 | 16 | 15 | 16 | 11 |
| St. Catharines..... | " | 20 | 18 | 20 | 14 | 14 | 15 | 18 | 18 | 15 | 17 | 15 | 17 | 11 |
| Brantford..... | " | 20 | 18 | 20 | 15 | 15 | 18 | 17 | 17 | 16 | 17 | 16 | 17 | 14 |
| London..... | " | 22 | 18 | 20 | 15 | 15 | 16 | 18 | 18 | 17 | 18 | 17 | 18 | 14 |
| Sarnia..... | " | 24 | 18 | 20 | 15 | 15 | 18 | 19 | 19 | 18 | 19 | 18 | 19 | 16 |
| Chatham..... | " | 24 | 18 | 20 | 15 | 15 | 18 | 19 | 19 | 18 | 19 | 18 | 19 | 18 |
| Windsor..... | " | 24 | 18 | 20 | 15 | 15 | 18 | 19 | 19 | 18 | 19 | 18 | 19 | 16 |
| Goderich..... | " | 24 | 18 | 20 | 16 | 16 | 18 | 20 | 20 | 18 | 20 | 18 | 20 | 18 |
| Warton..... | " | 24 | 18 | 20 | 24 | 26 | . | 20 | 20 | 18 | 20 | 18 | 20 | 18 |
| Collingwood..... | " | 24 | 18 | 24 | 24 | 23 | . | 20 | 20 | 18 | 20 | 18 | 20 | 18 |
| Bracebridge..... | " | 33 | 33 | 33 | 33 | 21 | . | 19 | 19 | 18 | 19 | 18 | 19 | 18 |
| North Bay..... | " | 36 | 35 | 35 | 34 | 26 | . | . | . | . | . | . | . | . |

| FROM MONTREAL, QUE., TO | | Sup. 2, E.A. 9 Nov. 2, 1896 | Sup. 2, E.A. 10 April 1, 1897 | E.A. 11 Nov. 15, 1897 | Sup. 1, E.A. 12 April 1, 1898 | Spl. rate, E. 8/1 Nov. 15, 1898 | E. 8-403 April 1, 1899 | Sup. 1, E.A. 14 Nov. 15, 1899 | E.A. 16 April, 1900 | E.A. 19 Nov. 15, 1900 | E.A. 21 April 1, 1902 | G.B.G. 4 Nov. 18, 1904 | Present C.S. 12 July 27, 1908 |
|-------------------------------|------|--------------------------------|----------------------------------|--------------------------|----------------------------------|------------------------------------|---------------------------|----------------------------------|------------------------|--------------------------|--------------------------|---------------------------|----------------------------------|
| | | W | S | W | S | W | S | W | S | W | S | | |
| Cornwall..... | Ont. | 11 | 10 | 11 | 10 | 11 | 8 | 11 | 10 | 11 | 10 | 8 | 10 |
| Brockville..... | " | 13 | 11 | 12 | 11 | 12 | 9 | 12 | 11 | 12 | 11 | 9 | 11 |
| Kingston..... | " | 14 | 12 | 13 | 12 | 13 | 10 | 13 | 12 | 13 | 12 | 10 | 12 |
| Belleville..... | " | 15 | 13 | 15 | 13 | 13 | 11 | 15 | 13 | 15 | 13 | 11 | 13 |
| Port Hope..... | " | 15 | 14 | 15 | 14 | 13 | 11 | 15 | 14 | 15 | 14 | 11 | 13 |
| Peterboro..... | " | 15 | 14 | 15 | 14 | 13 | 11 | 15 | 14 | 15 | 14 | 11 | 13 |
| Lindsay..... | " | 17 | 14 | 17 | 14 | 17 | 14 | 17 | 14 | 17 | 14 | 13 | 16 |
| Toronto..... | " | 15 | 14 | 15 | 14 | 13 | 11 | 15 | 14 | 15 | 14 | 11 | 14 |
| Hamilton..... | " | 16 | 15 | 16 | 15 | 14 | 12 | 16 | 15 | 16 | 15 | 12 | 15 |
| St. Catharines..... | " | 17 | 15 | 17 | 15 | 16 | 12 | 17 | 16 | 17 | 15 | 13 | 16 |
| Brantford..... | " | 17 | 16 | 17 | 16 | 16 | 14 | 17 | 16 | 17 | 16 | 13 | 16 |
| London..... | " | 18 | 17 | 18 | 17 | 16 | 15 | 18 | 17 | 18 | 17 | 14 | 17 |
| Sarnia..... | " | 19 | 18 | 19 | 18 | 17 | 16 | 19 | 18 | 19 | 18 | 15 | 18 |
| Chatham..... | " | 19 | 18 | 19 | 18 | 17 | 16 | 19 | 18 | 19 | 18 | 15 | 18 |
| Windsor..... | " | 19 | 18 | 19 | 18 | 17 | 16 | 19 | 18 | 19 | 18 | 15 | 18 |
| Goderich..... | " | 20 | 18 | 20 | 18 | 20 | 18 | 20 | 18 | 20 | 18 | 16 | 18 |
| Warton..... | " | 20 | 18 | 20 | 18 | 20 | 18 | 20 | 18 | 20 | 18 | 16 | 18 |
| Collingwood..... | " | 20 | 18 | 20 | 18 | 20 | 18 | 20 | 18 | 20 | 18 | 16 | 18 |
| Bracebridge..... | " | 20 | 18 | 20 | 20 | 20 | 20 | 20 | 20 | 20 | 20 | 19 | 19 |
| North Bay..... | " | 28 | 28 | 26 | 28 | 28 | 26 | 28 | 26 | 28 | 26 | 21 | 24 |

WIRE FENCING, CARLOADS.

Wire fencing was first extensively manufactured in Canada at Walkerville, and prior to November 15th, 1897, was carried at current summer and winter rates. On that date, the summer class rates as shown in Sup. 34 to tariff G. N. 2, effective April 1st, 1892, this tariff applying to points east of Brighton, were extended to cover shipments of wire fencing for the entire year, this being done to assist in the development of the industry. As result of representation made by the manufacturers to the effect that their product came into direct competition with fence wire from the United States and Canada, and as that commodity was carried at iron rates a tariff on the latter basis appears to have been established to all points in Ontario and Quebec about 1900 (tariff not available). As factories were established at other points in Western Ontario, commodity rates were also made from such points.

On July 20th, 1904, these tariffs or special rates were consolidated in tariff G. B. Y. 6, the basis therefor being the then existing iron commodity rates. As result of revision of class rates in 1908 under order of the Board of Railway Commissioners in the International Rate case (order No. 3258, July 6th, 1907) a number of the commodity rates on wire fencing were found to be higher than the class rates, and the railway companies after fully investigating trade and competitive conditions, asked the Board of Railway Commissioners for permission to cancel the commodity rates to all points except Montreal and intermediate points, Montreal rates to be the maximum to the latter. The application was granted, except that instead of fixing Montreal rates as a maximum, rates to points East of Toronto were graded down until class rates were reached at Toronto (order B. R. C. 6844, April 6th, 1909).

Comparison of rates follows.

MEMO. OF RATES PER 100 LBS. ON WIRE FENCING, C.L.

| TO | From Walkerville, Ont. | | | From Sarnia, Ont. | From Wood- stock, Ont. | From Hamilton, Ont. | | | From Toronto, Ont. |
|-------------------|------------------------------|---------------------------|---------------------------|-------------------------------------|---------------------------------|-------------------------|---------------------------|---------------------------|--------------------------|
| | G. 28, 1738 Nov. 15, 1898 | G.B.Y. 6 July 20, 1904 | C.I. 61 April 26, 1909 | Sup. I to C.I. 80 March 15, 1910 | C.I. 66 June 15, 1909 | D.K. 1 Aug. 18, 1902 | G.B.Y. 6 July 20, 1904 | C.I. 61 April 26, 1909 | C.I. 66 June 15, 1909 |
| Montreal.....Que. | * | 22 | 22 | 22 | 21 | 18 | 18½ | 18½ | 18½ |
| Cornwall.....Ont. | 29 | 22 | 21 | 21 | 20 | 18 | 18½ | 17 | 17 |
| Prescott.....“ | 27 | 21 | 21 | 21 | 20 | 18 | 17½ | 17 | 17 |
| Kingston.....“ | 25 | 20 | 20 | 20 | 19 | 16 | 16½ | 16 | 15 |
| Belleville.....“ | 23 | 19 | 20 | 20 | 18 | 15 | 15½ | 14 | 13 |
| Port Hope.....“ | .. | 18 | 19 | 19 | 17 | 14 | 14 | 12 | 11 |
| Whitby.....“ | .. | 18 | 19 | 19 | 15 | 12 | 13 | 10 | 8 |

* 5th Class Summer rates shown in Sup. 34 to G. U. 2, effective April 1st, 1898, with westbound winter rate as a maximum to Montreal.

Figures in last column are present rates carried in Tariff C. Y. 26, effective June 20, 1912.

THE FOREGOING CERTIFIED TO AS CORRECT, in accordance with existing files of the
TARIFF DEPARTMENT, GRAND TRUNK RAILWAY SYSTEM, by

JNO. W. LOUD,

OCTOBER 1st, 1912.

NOTE.

Mr. Loud retired as Freight Traffic Manager, Grand Trunk Railway System, October 1st, 1911, and the foregoing (bearing his signature) on file in the archives of the Grand Trunk Railway System, is considered to be an authentic history of certain rate bases in effect in Eastern Canada, October 1st, 1912, Mr. Loud having purposely devoted a considerable portion of his time in supervising the preparation of the data.

Prepared under the supervision of Mr. Jno. W. Loud,

By

W. J. P. MCGREGOR,

Chief Clerk, Vice-President's Office.

J. B. MACPHERSON,

Chief Tariff Clerk,

General Freight Department.

MONTREAL, OCTOBER 1st, 1912.

